

historical base maps

january 1982

PETERSBURG

APPOMATTOX MANOR - CITY POINT

NATIONAL BATTLEFIELD/VIRGINIA

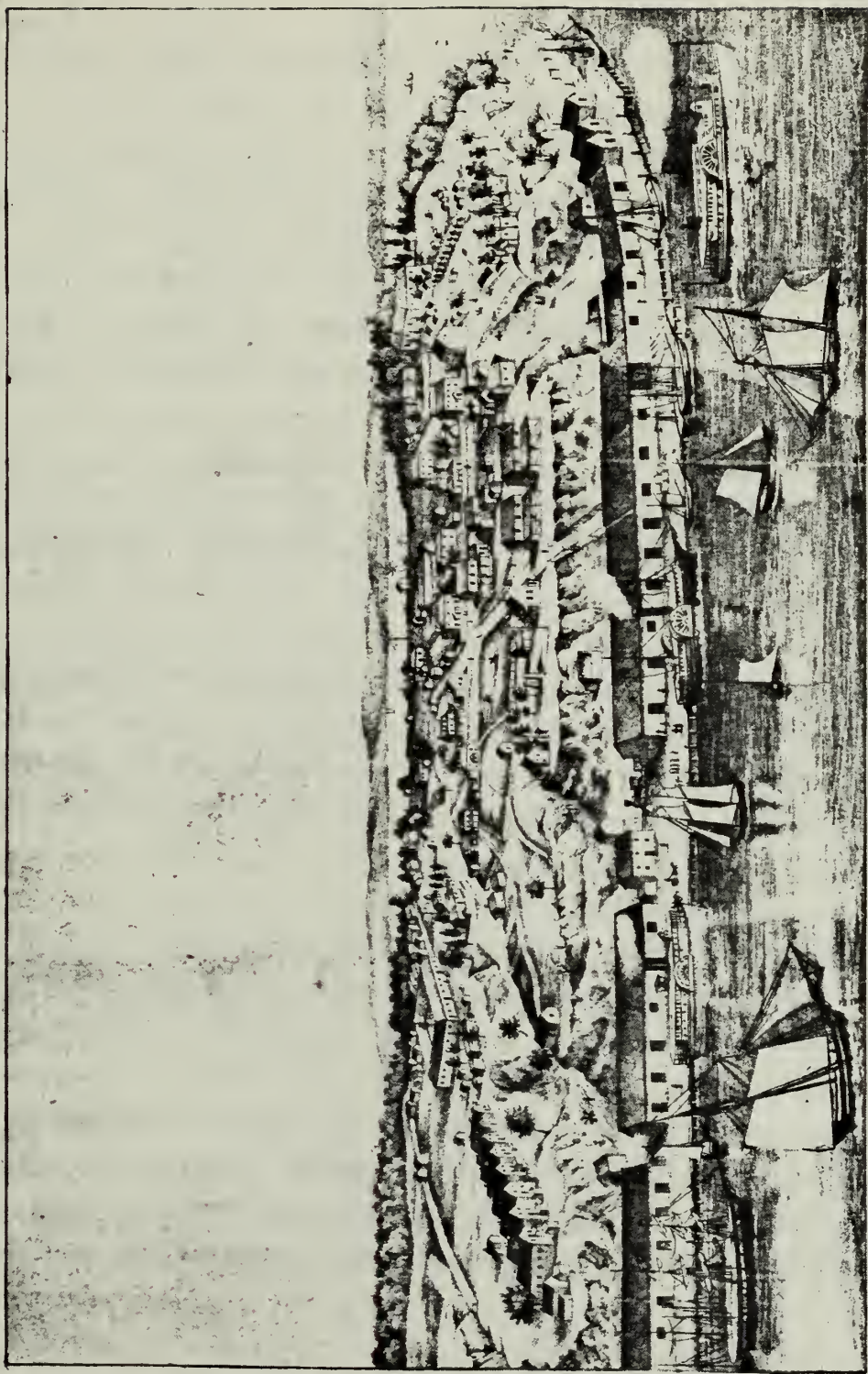


Frank Williss

HISTORICAL BASE MAPS
APPOMATTOX MANOR - CITY POINT
PETERSBURG NATIONAL BATTLEFIELD
VIRGINIA

Prepared by
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DENVER SERVICE CENTER
MID-ATLANTIC/NORTH ATLANTIC TEAM
BRANCH OF HISTORIC PRESERVATION
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR
DENVER, COLORADO



CITY POINT

AT THE CONFLUENCE OF THE APPOMATTOX WITH THE JAMES RIVER,
HEAD QUARTERS OF THE ARMY OPERATING AGAINST RICHMOND.

E. Dielman, City Point at the Confluence of the Appomattox with the James River, Head Quarters of the Armies Operating Against Richmond, 1866.

Library of Congress. Prints and Photographic Division.

PREFACE

The two historical base maps that follow have been prepared to satisfy in part the request in Package II8, Revision No. 2. The first map is an illustration of City Point (Hopewell), Virginia as it appeared when it was the headquarters and supply depot of the Army of the Potomac in 1864-65. The second is of Appomattox Manor and a portion of City Point as it appeared in 1980 with annotations of developments at Appomattox Manor since 1865. Only those buildings standing today are shown, although structures that existed in 1864-65 and are no longer standing are shown in the background.

The cartographic base for the first map is the "Military Railroad Map of City Point, Virginia, 1865." A 1980 survey of Appomattox Manor serves as the basis for Map II.

City Point was not a static place in 1864-65, rather it was dynamic and changing. For this reason no specific date during the ten-month period is represented in Map I. The structures shown on the map existed for at least part of that time. It is probable that some were removed before the spring of 1865.


No claim is made, moreover, that Map I is definitive. Few of the contemporary photographs (and much of the information comes from photographs) were of the interior areas of City Point. Further study may add buildings to the map, particularly in the interior area. At the same time, the inventories of government buildings made in 1865-66 do include structures not identified on the map or in the text. These buildings, the "House Over Post Well," for example, are most likely one of the unidentified buildings. However, the evidence did not allow identification.

Any study is the result of the efforts of a number of people. It is particularly true in this case. Former Petersburg National Battlefield Superintendent Wallace B. Elms and his staff were most helpful in

establishing the parameters of the study, and made the sources in the park files available. John Davis, Jr., Chief of Interpretation, was particularly helpful in conducting me on an extensive tour of the park, answering nearly innumerable questions, and taking the time to check facts. This study would not have been possible without his help. Dr. Harry Butowsky, Historian, National Park Service, willingly shared his extensive knowledge of Appomattox Manor and continually encouraged me. John Bond, Associate Regional Director, Mid-Atlantic Region, made useful suggestions concerning the outlines of the study. Nan Rickey, Chief, Branch of Historic Preservation, Mid-Atlantic/North Atlantic Team, assigned me the project and was a source of encouragement. Linda Romola, Historian, Denver Service Center, assisted in the research, drew draft maps, and aided in identifying structures. Her help was invaluable. National Park Service Historian Edwin C. Bearss answered questions and located documents in the National Archives. Chris Caulkins, who recently moved to Petersburg from Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, gave me information on the location of the "Field Engineer's Notes." Professor John W. Reys, Cornell University, sent me copies of the Dielman lithograph and the 1844 map of City Point. Mrs. Ashley P. Cutchin, a descendent of Richard Eppes, shared her extensive knowledge of her former home with me. I had much support from James Giberson, at the Denver Service Center, and Richard Todd who drew the maps. My colleagues--Louis Torres, Harlan D. Unrau, and Richard Turk--made helpful suggestions. Evelyn Steinman cheerfully performed the herculean task of reading my handwriting to type the report.

I wish also to acknowledge the assistance I had at the Archives, U. S. Army Military History Institute, Carlisle, Pennsylvania; Virginia Historical Society, Richmond, Virginia; Virginia State Library, Richmond; National Archives; Library of Congress; and Chicago Historical Society.

Finally, special thanks go to John F. Luzader, Agency Historian, National Park Service, for the aid and encouragement he gave on this and other projects.



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<http://archive.org/details/historicalbasema00will>

U.	Interior Line of Defense	57
V.	Maltby House	59
W.	Miscellaneous Buildings	59
X.	Photograph Department	73
Y.	Platform or Plank Road	73
Z.	Porter House	73
AA.	Post Office	76
BB.	Proctor House	76
	a.	Smokehouse 77
	b.	Outbuilding 77
CC.	Provost Marshal's Offices	77
DD.	Quartermaster Department	78
	1.	Offices 79
	a.	[Assistant Quartermaster Office] 79
	b.	Col. [George] Bradley's Office 79
	c.	[Maj. Daniel Wiley's] Office 79
	d.	[Captain Camp's] Office 79
	2.	[Col. Strang's] Repair Shops 80
	3.	Quarters for Laborers in Quartermaster Department 80
EE.	(United States Military) Railroad	82
	1.	Tracks 83
	2.	Military Railroad Headquarters 83
	3.	Construction and Maintenance Corps Structures 86
	a.	Construction Gang Houses 87
	b.	Superintendent's House 90
	c.	Railroad Commissary Warehouse 90
	d.	Cabin 90
	e.	Quarters - Trackmen 90
	4.	Railroad Maintenance and Support Facilities 91
	a.	Engine House 91
	b.	Machine Shop 91
	c.	Turntable 91
	d.	Car Repair Shop 95
	e.	Water Tanks 95
	f.	Fuel Platform 95

5.	Miscellaneous Railroad Structures	95
FF.	Scouts' Headquarters	99
GG.	Stables	99
1.	P-5, -6, -7; Q-5, -6, -7	99
2.	S-8	99
HH.	Steps	101
1.	Appomattox Manor	101
2.	P-10; Q-11	101
3.	N-11	101
4.	K-12	101
5.	J-12	101
6.	I-12	102
II.	Storehouse/Warehouses	102
1.	Captain Benedict's Commissary Department	102
2.	Distribution Barracks	102
3.	Quartermaster Storehouse, Wharf 1	105
4.	Quartermaster Storehouse, Wharf 2	105
a.	S-9, -10; T-9	105
b.	R-10; S-10	105
5.	Wharf 3	109
6.	Wharf 4	109
7.	Wharf 5	109
8.	Magazine and Ordnance Storehouse	111
JJ.	Streets/Roadways	111
KK.	Sutler's Stores	111
LL.	Wharves	117
1.	Wharf 1 - Captain Strang's Wharf	118
2.	Wharf 2 - Commissary Wharf	118
3.	Wharf 3 - Mail Wharf	118
4.	Wharf 4 - Forage Wharf	122
5.	Wharf 5 - Captain Camp's Wharf	122
6.	Wharf 6 - Railroad Wharf	122
7.	Wharf 7 - Ordnance Wharf	122
8.	Wharf 8 - Coal Wharf	122

Part II. Appomattox Manor - City Point, 1865-1980 124

Introduction 124

- A. Barn 127
- B. Carriage House 127
- C. Eppes House 128
- D. Formal Garden 128
- E. Hunter House 129
- F. Residence 129
- G. Schoolhouse 129
- H. Steps 129
- I. Storage Shed (Foundation) 129
- J. Summerhouse 129
- K. Walks 130
- L. Water Tank 130
- M. Windmill (remains) 130

Appendices 131

Bibliography 149

Maps 155

LIST OF APPENDICES

- Appendix 1 - "Approximate Estimate of the Value of all Wharves Buildings, etc., built at City Point, by U. S. Military Railroad Construction Corps"
- Appendix 2 - "Statement of Public Buildings Erected by the Government at City Point, Va."
- Appendix 3 - "Report of the Gov't Buildings and Wharves at City Point, Va."
- Appendix 4 - Map of City Point showing "Hospital Track"

LIST OF ILLUSTRATIONS

Frontispiece. E. Dielman, City Point, 1866

1. City Point, 1864-65
2. Appomattox Manor, c. 1865
3. Appomattox Manor, c. 1865
4. Artist's Conception of Appomattox Manor, c. 1865
5. Artist's Conception of Dr. Richard Eppes' Office, c. 1865
6. "City Point, 1837"
7. Garden, Appomattox Manor
8. Army Bakery, City Point, 1864-65
9. Bullpen under Construction, 1864
10. Camp of Military Railroad Construction Corps
11. "Camp of a Regiment of Infantry"
12. Unidentified Camp, 1864-65
13. Tents at Appomattox Manor, 1864-65
14. St. John's Rectory, 1864-65
15. City Point House, 1864-65
16. [Contraband Quarters], 1864-65
17. Dispatcher's Office and Storehouse, Wharf 5
18. Richard Eppes House, 1864-65
19. Grant's Headquarters, 1864-65
20. Grant's Headquarters, [June 1864]
21. Grant's Headquarters, 1864-65
22. Grant's Headquarters, 1864-65
23. Grant's Headquarters, 1864-65
24. Cabin left as Schoolhouse, after 1916
- 24a. Cabin left as Schoolhouse, after 1916
25. Guardhouse, Grant's Headquarters, 1864-65
26. Grant's Headquarters, 1864-65
27. Graveyard at City Point, 1864-65
28. Depot Field Hospital of the Army of the Potomac, 1864-65
29. Depot Field Hospital of the Army of the Potomac, 1864-65
30. Medical Wharves and Transports, 1864-65

31. Railroad Hospital, 1864-65
32. Defensive Lines, 1864-65
33. [General Patrick's Headquarters], 1864-65
34. Miscellaneous Buildings, 1864-65
35. Miscellaneous Buildings, 1864-65
36. [Residence], 1864-65
37. City Point, 1864-65
38. City Point, 1864-65
39. Porter House, 1864-65
40. Proctor House, 1864-65
41. Quartermaster Workshops, 1864-65
42. Quartermaster Workshops, 1864-65
43. Railroad Tracks Below Appomattox Manor, 1864-65
44. [Railroad Office and Supply Store], 1864-65
45. [Railroad Office and Supply Store], 1864-65
46. [Railroad Office and Supply Store], 1864-65
47. Construction Gang Houses, 1864-65
48. Construction Gang Houses, 1864-65
49. Engine House
50. Engine House, Turntable, Machine Shop
51. Car Repair Shop, 1864-65
52. Water Tanks, 1864-65
53. Miscellaneous Railroad Structures, 1864-65
54. Miscellaneous Railroad Structures, 1864-65
55. Stables at City Point, 1864-65
56. Steps to Hospital Hill
57. Captain Benedict's Storehouses
58. Distribution Barracks
59. Storehouse on Wharf I
60. View of City Point, Termination of the Army Line Railroad
61. Storehouses and Offices, Wharf 5
62. Storehouses and Offices, Wharf 5
63. Ordnance Wharf and Storehouse
64. Sutlers' Stores
65. Wharves at City Point from North, c. 1864
66. Wharves at City Point from South, c. 1864

LIST OF MAPS

"City Point, 1865"

"Appomattox Manor - City Point, 1865 - 1980"

PART I - CITY POINT, 1864-65

INTRODUCTION

When Francis Eppes patented his land on August 26, 1635, he certainly chose wisely. Located on a bluff overlooking the confluence of the James and Appomattox rivers, Appomattox Manor, as his land became known, commands a magnificent vista. Appomattox Manor would remain in the hands of Eppes' descendents for over 340 years--quite possibly longer than any other in American history.¹

A small village, City Point (present-day Hopewell, Virginia), grew up around Appomattox Manor. Despite the advantageous location, this village never prospered. In 1838, when the railroad link to nearby Petersburg was completed, City Point was only a small village of between 90 and 100 residents.² The village itself consisted of twenty-five dwellings, three taverns, three shops, a post office, church, small flour mill, and five wharves.³ In 1865 Joseph Scroggs, a soldier in the Army of the Potomac, described City Point as a village

of a few scattering houses (perhaps half a dozen) situated on a high bluff bank. . . . Before the war it was only important as the terminus of a short railroad from Petersburg to the river and a favorite resort for picnic parties from the cockade city. Since the war it noted as neutral ground where Federals and Rebels meet to exchange prisoners.⁴

1. Harry Butowsky, Appomattox Manor - City Point, A History (Philadelphia: National Park Service [Mid-Atlantic Regional Office], 1978), p. v.

2. Ibid, p. 186.

3. Ibid.

4. Diary of Joseph Scroggs, May 5, 1865. Joseph Scroggs Papers, Archives, United States Military History Institute, Carlisle, Pennsylvania.

In the summer of 1864 City Point assumed a new importance when General Ulysses S. Grant, General-In-Chief of the Army of the United States, arrived to establish his headquarters at Appomattox Manor. In the late spring and early summer of that year Grant had tried to crush Lt. General Robert E. Lee's Army of Northern Virginia in a series of battles beginning at the Wilderness and continuing through Cold Harbor.⁵ Failing in his objective in those battles, Grant had decided to isolate the Confederate capital of Richmond by capturing the vital railroad center of Petersburg.⁶ When the Union Army did not capture Petersburg in mid-June, it settled in for what would become a ten-month siege. During that time City Point became a vital link in the line that supplied the more than 100,000 northern soldiers on the lines in front of Petersburg.⁷

Regis de Trobriand, a Frenchman serving with the Army of the Potomac, left a vivid description of the effect of the Union Army's occupation of City Point:

The river bank, rising up high, had been cleared and levelled, so as to make room for storehouses for supplies, and for a station for the railroad. All this had sprung out of the earth as if by magic, in less than a month. The railroad ran behind the docks; the locomotives were running back and forth, leaving long plumes of smoke, and on the ground trails of coals and sparks of fire. All was activity and movement. Legions of negroes were discharging the ships, wheeling dirt, sawing the timber, and driving piles. Groups of soldiers crowded around the sutlers' tents; horsemen in squadrons went down to the river to water their horses. And, on the upper plateau, huts of different forms and sizes overlooked the whole scene below. A great village of wood and cloth was erected⁸ there, where a few weeks before were but two or three houses.

5. Richard W. Lykes, Campaign for Petersburg (Washington, D.C.: National Park Service, 1970), pp. 6-7.

6. Ibid, p. 6.

7. Ibid, p. 16.

8. Regis de Trobriand, Four Years with the Army of the Potomac (Boston: Ticknor and Co., 1889), p. 544.

ILLUSTRATION 1

E.L. Henry, City Point, 1864-65

Photographic copy in Mid-Atlantic Regional Office,
Philadelphia, Pennsylvania



Trobriand was not exaggerating. The transformation that occurred in City Point was nothing less than amazing. The existing railroad was repaired and expanded, and related structures were built.⁹ Within a short time City Point had become one of the great seaports of the world.¹⁰ Using lumber from quartermaster lumber mills, the Army constructed over a half mile of new wharves along the James River to accommodate the 150 to more than 200 ships that arrived at City Point each day.¹¹ Storehouses that held twenty days' forage, thirty days subsistence, and enormous quantities of clothing, camp equipment, ordnance, and hospital supplies were necessary.¹² In addition offices for various assistant quartermasters, harbor master, forage master, railroad dispatcher as well as a prison, bakery, chapels, stables, and hospitals were necessary.¹³ By April 1865, when the Army left for Appomattox Court House, over 280 new buildings stood at City Point.¹⁴

9. Rufus Ingalls to M. C. Meigs, June 24, 1865. Consolidated Correspondence File, 1794-1915, Box 159, Record Group 92, Records of the Office of the Quartermaster General, National Archives, Washington, D.C.

10. Russell F. Weigley, Quartermaster General of the Union Army: A Biography of M.C. Meigs (New York: Columbia University Press, 1959), p. 312.

11. Ibid; Ingalls to Meigs, June 24, 1865.

12. Ingalls to Meigs, June 24, 1865. The quantities consumed by the Army were staggering. For example, the animals used by the Union Army at Petersburg required some 600 tons of grain and hay daily. Erna Risch, Quartermaster Support of the Army; A History of the Corps, 1775-1939. (Washington, D.C.: Government Printing Office, 1962,) p. 435.

13. Ingalls to Meigs, June 24, 1865; Risch, Quartermaster Support of the Army, pp. 435-36.

14. Some 130-odd buildings were located within the interior lines of defense (the area included in this Historic Base Map), and at least 150 more were located at the Depot Field Hospital and Quartermaster Repair Shops. See the following narrative.

A. Appomattox Manor¹

Dr. Richard Eppes' Appomattox property at City Point, Virginia, had been in his family since 1635.² The property included the entire tip of a peninsula that extends into the confluence of the James and Appomattox rivers. In 1856 the southern extreme of the land running along a fifty-foot-wide street (present-day Pecan Avenue) was enclosed in an "iron fence."³

I. Manor House, T-4

The manor house is a 1-1/2-story frame, vernacular Colonial-style house with carpenter gothic additions. The lack of documents renders an absolute date of construction uncertain. However, a brick in the west chimney is inscribed with "R. E. [Richard Eppes] 1763,"⁴ suggesting that the original five-room portion of the house was built in 1763.⁵ The building remained essentially unchanged until c. 1840, when an east wing consisting of a central hall, two medium-sized

1. Before 1930 the ancestral property of the Eppes Family in City Point was most generally known as "Appomattox." In that year the name was changed to "Appomattox Manor" to avoid confusion with Appomattox Court House. This study will conform to the later usage. "Appomattox Manor" will refer to the land, manor house, and outbuildings belonging to the Eppes family at City Point. For a fuller discussion of the Eppes family and their property see Butowsky, Appomattox Manor - City Point, passim.

2. Ibid., p. 12.

3. "Appomattox Manor and Surrounding Lands, 1856." Survey in Eppes Family Papers, Virginia Historical Society, Richmond, Virginia.

4. The Richard Eppes mentioned here was the grandfather of Dr. Richard Eppes, who owned Appomattox Manor in 1865. For a list of family members who owned Appomattox Manor, see Butowsky, Appomattox Manor - City Point, p. 32. "Biography or Rather Notes of the Eppes, Epes, Eppes Family of Virginia. In Journal of Richard Eppes, 1858, entry for February 18, Eppes Family Papers. In 1958, however, Dr. Eppes indicated that 1751 was the date of construction.

5. Ibid., pp. 19-24. According to family tradition, the building replaced an earlier one on the same site.



Illustration 2. Appomattox Manor from northeast.
Matthew Brady photograph, ca. 1865.
Petersburg National Battlefield.

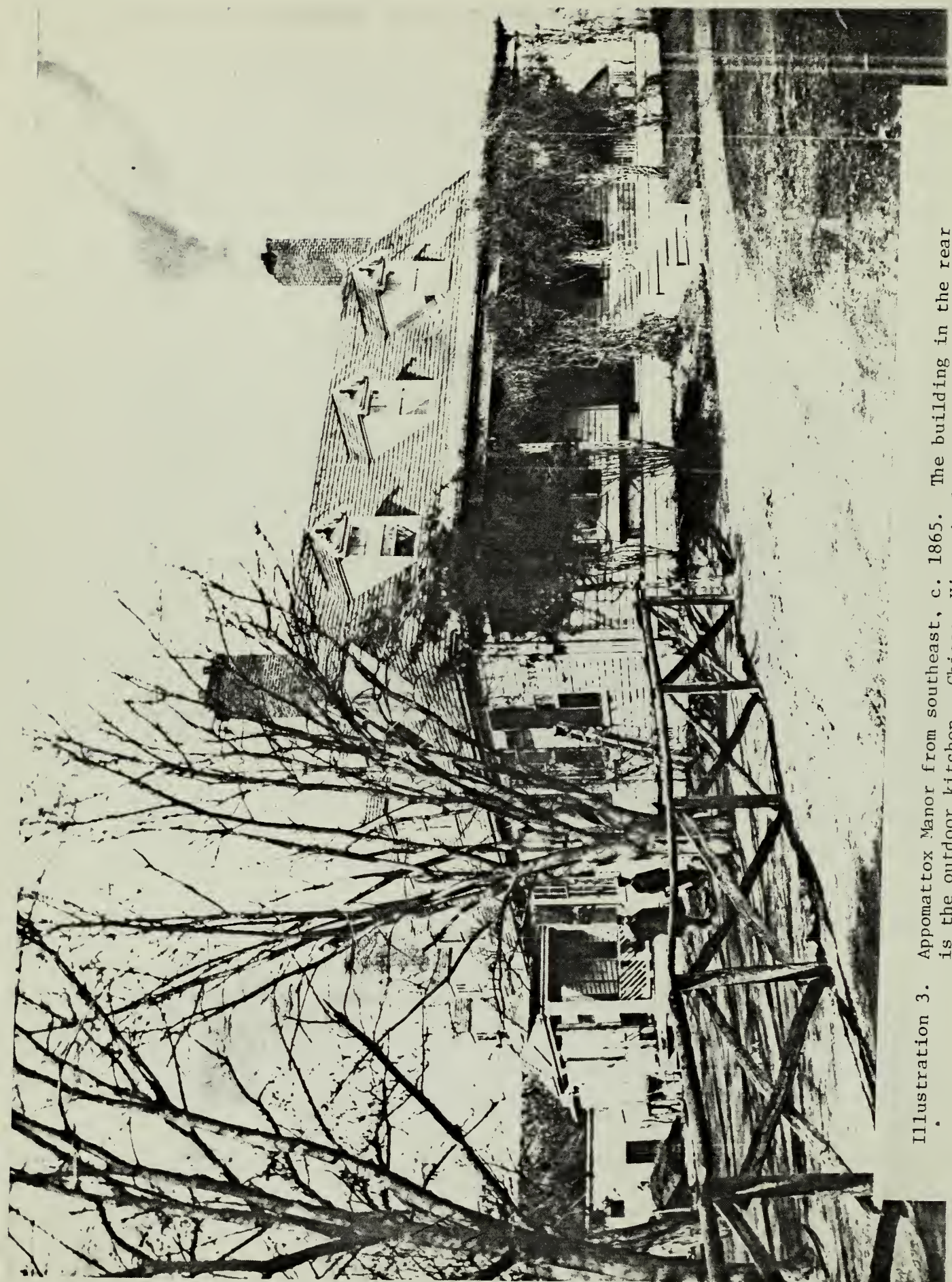


Illustration 3. Appomattox Manor from southeast, c. 1865. The building in the rear is the outdoor kitchen. Chicago Historical Society, No. CS 70.5, Sheet A.

bedrooms, and the library was added.⁶ Additions to the west side came in the 1850s.⁷ Further changes were made in c. 1916 and 1977.⁸

Appomattox Manor was the scene of considerable activity during the Union Army's occupation of City Point. General Grant made his headquarters on the lawn east of the manor house (See Section Q). Abraham Lincoln did not stay in the house as has often been asserted. However, he did spend two of the last three weeks of his life in City Point.⁹ During that time he may have visited the house. Appomattox Manor itself served as the headquarters for General Rufus Ingalls, Chief Quartermaster of the Army.¹⁰ Family tradition holds that the U. S. Army Telegraph Corps maintained an office there for at least part of the time.¹¹

2. Outbuildings

a. Kitchen (A), T-4

The outdoor kitchen is a gable-roofed, frame structure located approximately thirty-five feet west of the manor house (Illustration 2). Measuring thirty-five feet square, the kitchen also apparently served as a laundry. Tradition suggests that the kitchen pre-dates the present manor house, having originally served an older house that stood in the same general area.¹²

6. Ibid., p. 37.

7. Mary Eppes Cocke to Richard Eppes, October 13, 1840. Eppes Family Papers; Journal of Richard Eppes, 1856, entry for August 16, 1856.

8. Ibid.

9. Ibid., p. iv.

10. Ibid., p. 113.

11. Ibid. The house had been damaged when the Union Army took City Point. See Section A-6 following for a discussion of another telegraph office at Appomattox Manor.

12. Ibid., p. 19. Eppes, "Eppes Family." The kitchen appears on the "Military Railroad Map of City Point, Virginia, 1865." Survey drawn at Office of Chief Engineer and General Superintendent, Military Railroads of Virginia. Record group 77, Records of the Office of the Chief of Engineers, National Archives, Washington, D. C.; "Appomattox Manor and Surrounding Lands, 1856"; and "City Point Railroad, 1837," Map in Special Collections Division, Virginia State Library, Richmond, Virginia, (Illustration 5).

b. Old Smokehouse (B), Smokehouse (C), and Dairy (D), T-3, -4

Three smaller outbuildings, two smokehouses and a dairy, stand west of the manor house and north of the kitchen. All are frame structures. The old smokehouse has a gable roof, while the others have pyramidal roofs. The actual dates of construction are not certain. However, the best evidence indicates that the old smokehouse was built before 1837, the others after that date and before 1865.¹³

c. Unidentified Outbuilding (E), T-4

The building shown standing north of the manor house is commonly thought to have been a summer house. The preponderance of evidence suggests, however, that the structure was a frame building constructed by the government in 1864-65.¹⁴ The structure may well be the stockade-patterned cabin shown in Illustration 3. No evidence regarding its use has been uncovered.

d. Office, S-8

Richard Eppes maintained an office as the extreme southeast corner of his property, overlooking the wharves on the James river. The office was a frame structure, probably 1-1/2-stories high.¹⁵ While the date of construction is unknown, it was probably built between 1844 and 1856.¹⁶ There is no evidence of its use during the occupation. However, in Illustration 5, it appears deserted.

13. "City Point Railroad, 1837"; "Military Railroad Map, City Point, 1865."

14. "Military Railroad Map, City Point, 1856." A building in the same location is shown in E. Dielman's lithograph, City Point. (Frontispiece).

15. "Military Railroad Map of City Point, 1865"; Illustration 4; and View of City Point, Termination of the Army Line Railroad, in Frank Leslie's Illustrated Weekly, XIX, January 7, 1865, p. 244 (Illustration 60).

16. "City Point, Prince George County, [1844]." Map submitted as part of a January 15, 1844 petition requesting extension of railroad lines along river. Special Collections Division, Virginia State Library; "Appomattox Manor and Surrounding lands, 1856."



Illustration 4. Artist's Conception of Appomattox Manor, 1864-65. Detail from photograph of E. L. Henry's painting, City Point. Source: National Park Service, North Atlantic Regional Office, Philadelphia, Pennsylvania.

The building was taken down between 1865 and 1915.¹⁷

3. Garden and Ornamental Grounds

a. Pre-Civil War Garden, P-4, -5; Q-4, -5; R-4, -5

The 1-1/4-acre garden plot south of the manor house along the Appomattox river probably dated to at least 1837 (Illustration 6), and may have been the original colonial garden at Appomattox Manor.¹⁸ This was primarily a vegetable garden, and was destroyed by Union soldiers who camped there in 1864-65.¹⁹

Illustration 7 is of the garden laid out by Dr. Richard Eppes after the Civil War. A comparison with Illustration 6 does suggest a similarity.

b. Ornamental Grounds, S-6, -7, -8

The only reference to an ornamental ground, which apparently was located to the east of the manor house, is in the 1856 survey: "Ornamental Ground exclusive of Garden, 12-1/2 acres."²⁰ It is supposed that Eppes planted seeds and cuttings he brought back from a trip to Europe and the Holy Land in this area.²¹ As was the case with the vegetable garden, soldiers destroyed much of the ornamental grounds.²²

17. "Military Railroad Map of City Point, 1865"; W. W. Labrade Bros., "Map of City Point and Adjoining Territory, August 23, 1915. . . ." Eppes Family Papers.

18. Illustration 5. See also Edith T. Sale, ed., Historic Gardens of Virginia (Richmond: William Byrd Press for the James River Garden Club, 1923), p. 58.

19. Journal of Richard Eppes, 1865-67, p. 2, entry for September 1, 1865, Eppes Family Papers; Sale, ed., Historic Gardens of Virginia, p. 58.

20. "Appomattox Manor and Surrounding Lands, 1856."

21. Sale, ed., Historic Gardens of Virginia, p. 58.

22. Ibid; Journal of Richard Eppes, 1865-1867, entry for September 1, 1865.



Illustration 5. Detail from photograph of E. L. Henry's painting, City Point.
National Park Service, Mid-Atlantic Regional Office.

4. Steps

See Section GG following.

5. Walks

The walks shown around Appomattox Manor were those in place in 1856. The only information available as to the location comes from the 1856 survey. For a discussion of walks at General Grant's Headquarters (see Section Q4).

6. Telegraph Office, S-4; T-4

On December 25, 1865, Richard Eppes described the condition of his Appomattox property. In this description he mentioned a Telegraph Office constructed by the Army, standing a "few feet of my south porch."²³ Nothing is known of this building. However, it is logical to assume that the building was constructed by the Army in 1864-65.

B. Bakery, E-6, -7; F-6, -7; G-6, -7

The bakery that supplied bread for the some 100,000 men at the Petersburg siege lines was by necessity a large one. The bakery at City Point consisted of an office that measured 25 by 65 feet, a 25-by 48-foot yeast house, two large bakeries, one measuring 27 by 248 feet, the other 25 by 99 feet, and a storehouse that measured 24 by 248 feet.²⁴

23. Journal of Richard Eppes, 1865-67, entry for December 25, 1865. The location is approximate.

24. "Approximate Estimate of the Value of All Wharves Buildings, etc. Built At City Point by the U.S. Military Railroad Construction Corps, June 26, 1865." Consolidated Correspondence File, 1794-1915, Box 159, Record Group 92, Records of the Office of the Quartermaster General, National Archives. Four such inventories of government buildings at City Point were taken between June 26, 1865, and April 23, 1866 (see Appendicies). There are variations in some dimensions of buildings in the different inventories.

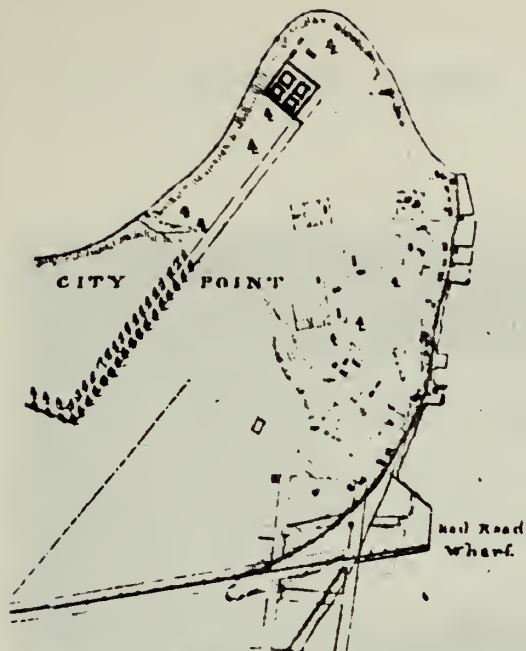


Illustration 6. From "City Point Railroad, 1837." Map Collection Archives Branch, Virginia State Library, Richmond, Virginia.

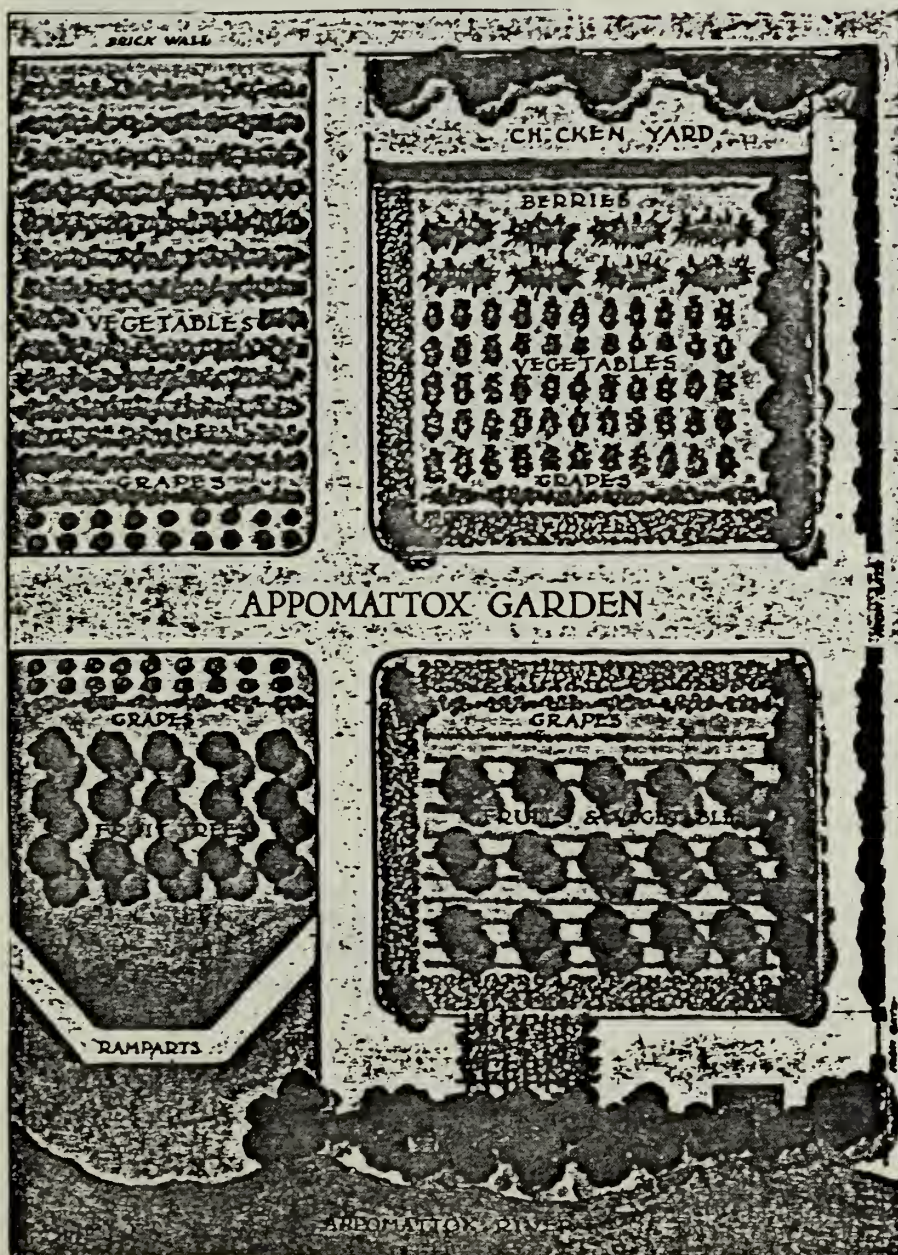


Illustration 7. Post-Civil War Garden, Appomattox Manor. From Edith Sale, ed., Historic Gardens of Virginia (Richmond: William Byrd Press for the James River Garden Club, 1923) pp. 55 and 56.

In addition, two smaller sheds nearby are shown in a contemporary photograph (Illustration 8).

The office, yeast house, bakeries, and storehouse were all frame structures constructed by the government before December 1864.²⁵ The date of construction of the smaller sheds is not known.

In 1865 an inventory of government buildings at City Point valued the office at \$1,600, the yeast house at \$720, the storehouse at \$2,480, the large bakery at \$6,200, and the small bakery at \$2,475.²⁶

C. Barn, M-6, -7

The "Barn" shown on the map was a pre-1865 frame structure.²⁷ While the structure was presumably used as shown in 1864-65, it is not known whether or not this was its pre-war use.

D. Belch House, O-10

The Belch House is an early nineteenth century residence located on the east side of the present-day Prince Henry Street. Originally, the two-story, gable-roofed frame building was in the vernacular with some Greek Revival characteristics.²⁸

However, much of the early appearance is disguised by modern additions. It has been suggested that the house served as a hospital during the winter of 1864-65.²⁹ It has not been possible to substantiate

25. Ibid; "Military Railroad Map, City Point, 1865."

26. "Estimate of Buildings, June 26, 1865."

27. "Military Railroad Map, City Point, 1865."

28. National Register of Historic Places, Inventory Nomination Form, September 19, 1978. Location is confirmed on "Military Railroad Map, City Point, 1865" and "Virginia," surveyed by John Seib, 1853. Volume XIII, No. 7, Record Group 77, Records of the Chief of Engineers, National Archives; Dielman's City Point.

29. National Register Nomination Form; Mary M. Calos, comp., Hopewell - City Point Landmarks (Hopewell, Virginia: Women's Club of Hopewell, n.d.), n.p.



Illustration 8. Army Bakery, City Point, Virginia, December 1864. Massachusetts Commandery Military Order of the Loyal Legion (MOLLUS), Archives, U. S. Military History Institute, Carlisle, Pennsylvania. The two buildings on the left are listed elsewhere as "Captain Benedict's Commissary Depot."

this claim. However, availability of hospitals elsewhere makes this unlikely.

E. Bishop House, O-9

The Bishop House stands immediately north of the Belch House on Prince Henry Avenue. It is a two-story, frame vernacular building with modified Georgian characteristics. The date of construction is uncertain, although it probably dates to at least the early 1850s, and possibly to as early as 1830.³⁰ No evidence concerning its use during the occupation has been uncovered.

F. Bullpen and Cook House.³¹ K-5, -6; L-5, -6

I. Bullpen

The Bullpen was the Provost Marshal's prison at City Point, used for the confinement of Union soldiers convicted or charged with desertion, murder, disobedience, theft, and other crimes.³² The Bullpen was composed of three one-story frame barracks, one measuring 40 by 150 feet and two connecting 30- by 60-foot "wings" (see Illustrations 9 and 58).³³ The barracks opened into three separate

30. Seib, "Virginia, 1853"; National Register Nomination Form; "Military Railroad Map, City Point, 1865"; Dielman's City Point.

31. Both the Military Railroad Map and contemporary photographs indicate that another large barracks with wings (Distribution Barracks) was connected to the prison compound by a fence. This building was not part of the Bullpen, nor was it a living quarters as the term may suggest. It was, rather a distribution storehouse, and is discussed elsewhere as such (Section II, 2). In the Dielman lithograph, the Bullpen and storehouse are incorrectly shown as one large building with a courtyard.

32. William Howell Reed, Hospital Life in the Army of the Potomac (Boston: William V. Spencer, 1866), p. 126; Francis T. Miller, ed., The Photographic History of the Civil War, 10 vols. (Reprint ed.; New York: Castle Books, 1957), 7:188. Miller called it the "Bullring."

33. "Estimate of Buildings, June 26, 1865."

enclosures, each surrounded by high wooden fences. These were, in turn, surrounded by a single wood fence.³⁴

When William Howell Reed visited the Bullpen in December 1864 he reported that some four hundred men were confined there.³⁵ A recently exchanged Union officer summed up conditions in the Bullpen when he observed that "he would rather be confined in the Libby Prison (Confederate) for six months than in the Bull-Ring for one."³⁶

2. Cookhouse for Bullpen

Food for the men in the Bullpen came from a single story frame building measuring thirty by seventy-one feet (Illustration 58). In 1865 the building was valued at \$1,775.³⁷

G. Camping Grounds

At one time or another during the occupation of City Point, it must have seemed as though the tents of the soldiers and laborers could be found on every level piece of ground. For example, at one point tents were located near St. John's Rectory, (Illustration 14), and in the area west of the Car Repair Shop (I-10, -11; J-10, and Illustration 51). At one time the tents were found beside and even in between railroad tracks currently in use (Illustration 10).

Nevertheless, the 1865 Military Railroad Map indicated that certain areas were designated "Camping Grounds." In the discussion that follows, information regarding some specific locations of camps within the general areas will be presented. No claim is made, however, that this

34. Reed, Hospital Life, p. 126.

35. Ibid, p. 128.

36. Ibid, p. 131.

37. "Estimate of Buildings, June 26, 1865."

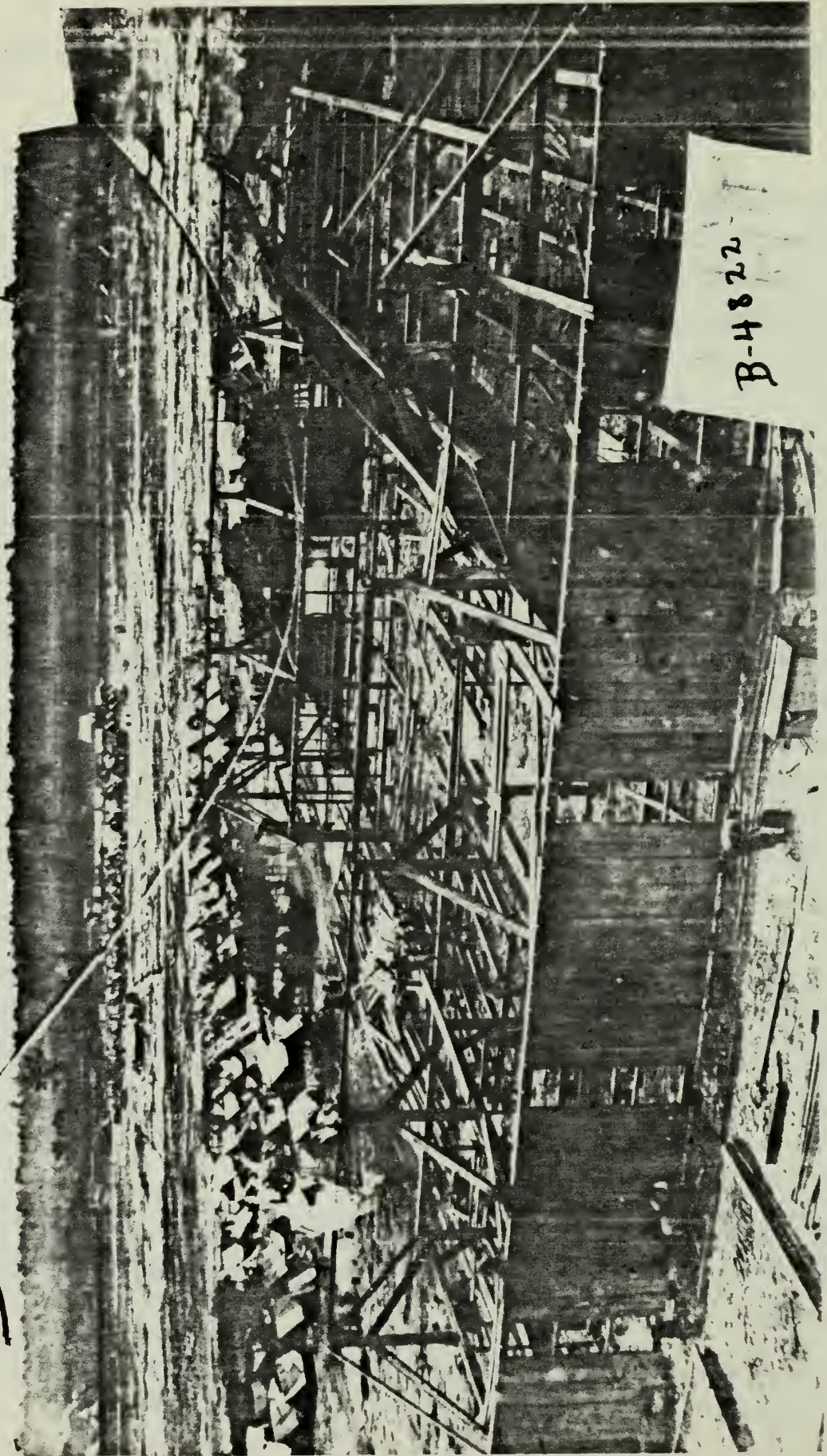


Illustration 9. Bullpen under construction from northwest, 1864.
National Archives, B4822.

information is definitive. In fact, the opposite is probably true. Moreover, because some soldiers at City Point were quartered in more permanent barracks (see Section EE 3), others were quartered southwest of the area included on this map,³⁸ any effort to estimate either the number of men quartered in a given area, or the number of tents would be fruitless.³⁹ All that may be said is that, from the various photographs of City Point, it is quite clear that the camping grounds were not filled with tents.

Army regulations carefully prescribed the forms that camps would take. The width of streets (not less than five paces), interval between ranks of tents, (two paces), interval between files of tents, (two paces), and locations of officers quarters and kitchens were only a few details carefully spelled out.⁴⁰

In practice, and this was as true at City Point as it was elsewhere, the camping grounds seldom reflected the orderliness aimed at in Army regulations. Illustration 12, a photograph showing a camp most likely located somewhere along the southern portion of the railroad at City Point, shows a jumble of huts that would have been familiar to any Civil War soldier. Although it was probably located somewhere along the southern portion of the railroad, it is not shown on the map, because the information available does not suggest an exact site.

38. The Eighteenth New Hampshire Volunteers, for example, were quartered about two miles west of the James, and a half mile south of the Appomattox River during their stay at City Point. Thomas H. Livermore, The Eighteenth New Hampshire Volunteers, 1861-65 (Boston: Fort Hill Press, 1904), p. 38. See Livermore, or Butowsky, Appomattox Manor - City Point for description of life at City Point in 1864-65.

39. The exception was, of course, General Grant's headquarters. Here, the number and location of quarters is amply documented.

40. War Department, Revised Regulations for the Army of the United States, 1861 (Philadelphia: J. G. L. Brown, Printer, 1862), pp. 74-81. Illustration 11 shows the prescribed configuration of an infantry camp. The evidence in the photograph is not sufficient to suggest a location.

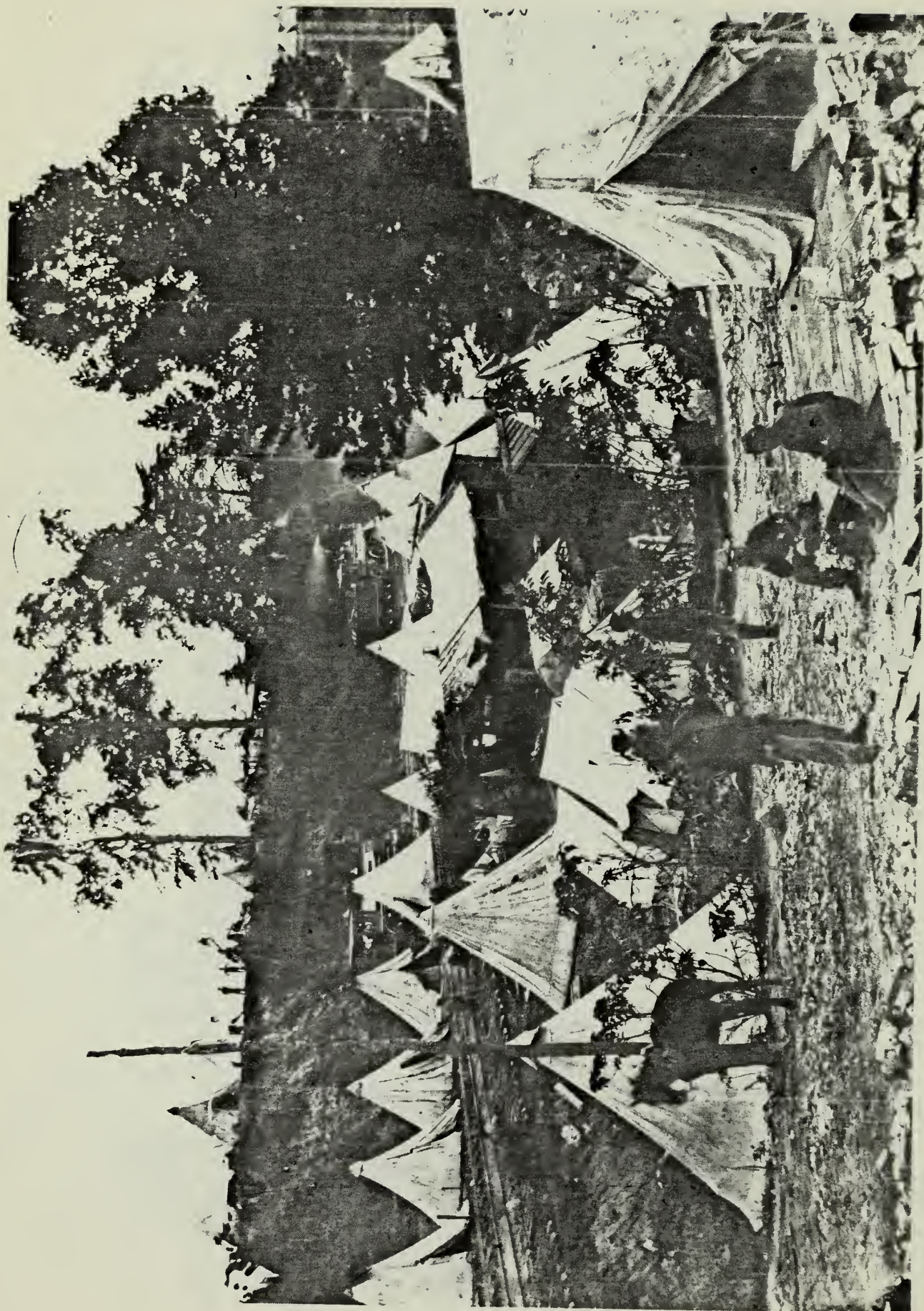


Illustration 10. Probably camp of Military Railroad Construction Corps in vicinity of "Hospital Hill," from west. National Archives, 111-B-462. (Also MOLLUS, No. 1335) 1865.

23

The appearance of the different camps would have changed as time passed. In the summer and fall of 1864, the men lived in tents. As indicated in Illustration 10, both A-frame and Sibley tents were used at City Point.⁴¹ As winter approached and as it became clear that siege of Petersburg would continue on, the men built huts out of the pine that was so plentiful in the area. Many of these huts, which were occupied by four or more men, or one to three officers, were often topped with canvas (Illustration 12).⁴²

1. R-5, -6, -7, -8; S-5, -6, -7, -8

Dr. Richard Eppes' Appomattox property served as the site of several "camping grounds." One ran east from the entrance road to the bluff overlooking the James River and south from Grant's headquarters to present-day Pecan Avenue.⁴³ This camping ground covered Richard Eppes' ornamental grounds and apparently extended beyond from the Appomattox property.⁴⁴

2. N-4; O-4; P-4; Q-4; R-4; S-4

A second camping ground on Richard Eppes' property ran east from the Appomattox River to the manor entrance road and south from the manor house to the southernmost boundary line. There is no evidence concerning the identity of the men who were quartered here. However, we do know that tents or huts were located nearly to the south side of the manor house and that the soldiers camped in this area destroyed Eppes' 1.25-acre garden.⁴⁵

41. Francis A. Lord, Civil War Collector's Encyclopedia (New York: Castle Books, 1963), pp. 276, 280.

42. See Livermore, Eighteenth New Hampshire Volunteers, pp. 38-39; Butowsky, Appomattox Manor - City Point, pp. 124 and 156; Diary of William F. Winkelman, November 15, 1864, William F. Winkelman Papers, U. S. Army Military History Research Collection, Carlisle, Pennsylvania.

43. "Military Railroad Map, City Point, 1865"; Illustration 13.

44. "Appomattox Manor and Surrounding Lands, 1856." In 1856 the area at the south end of Appomattox was owned by a Mrs. Rudders.

45. "Military Railroad Map, City Point, 1865"; Illustration 2, noticing the tent located just south of the house; Journal of Richard Eppes, 1865-67, entry for September 1, 1865.

3. K-3, -4; L-3, -4 - Camp of Engineer Corps

A number of units at City Point were assigned identifiable camping locations. One such unit was General Henry W. Benham's Fifteenth New York Engineers, which was primarily responsible for constructing the fortifications protecting the City Point depot.⁴⁶

4. F-2, -3; G-2, -3, -4, -5; H-2, -3, -4, -5, -6; I-5, -6, -7, -8, -10, -11; J-5, -6, -7, -8, -9, -10, -11; K-6, -7, -8, -9, -10, -11

The largest camping ground indicated on the 1865 Railroad Map of City Point covered nearly the entire southern portion of the depot inside the interior defensive lines.⁴⁷ In some cases, the area spread east from the Appomattox River nearly to the James and north from the interior defensive line to present-day Maplewood Avenue. Contemporary photographs (Illustration 9, for example) show that the ground was not full. Moreover, it is probable that specific sites were not occupied continuously. For example, in December 1864 tents were located near the Bullpen, then under construction (Illustration 9). Later pictures of the Bullpen (Illustration 58) indicate that the tents had been moved.

5. Guard's Encampment, K-9; L-9

Located just east of the Bullpen, this was most certainly the site of quarters for the Provost Marshal's guards. In addition to their duties as prison guards, the men quartered here probably would have been responsible for providing security at General Grant's headquarters. On July 21, 1864, there were at least six shelters located in this area.⁴⁸ At this time the men would have likely used tents.

46. Reed, Hospital Life, p. 93; Francis B. Heitman, Historical Register of the United States Army. . . . 2 vols. (Washington, D.C.: Government Printing Office, 1903), 1:210.

47. "Military Railroad Map, City Point, 1865."

48. Engineer's Field Notes, July 21, 1864. Field Survey Data, Box 109, Record Group 77.

H. Christian Commission Buildings, P-8, -9; Q-8

The Christian Commission was a private, inter-denominational group formed in 1861 to serve the spiritual needs of the Union soldiers.⁴⁹ Commission members distributed literature and bibles, held sermons and prayer meetings, and distributed identification tags to the soldiers, as well as packages sent by friends and relatives.⁵⁰ Christian Commission members worked in the hospitals, serving as nurses and comforting the wounded.⁵¹ Food for soldiers on special diets was prepared in a kitchen operated by the Christian Commission.⁵²

The Christian Commission maintained fifteen tents at the Depot Field Hospital at City Point.⁵³ In addition, the commission occupied several buildings inside the interior lines of defense:

1. City Point House

The commission's office was in City Point House, a building that also served as Camp Equipage Headquarters.⁵⁴ See Section J for a discussion of this structure.

2. Chapel and Storehouse

The Chapel and Storehouse stood west and north of the City Point House. All that is known of these buildings is that they were frame structures built in 1864-65.⁵⁵

49. James O. Henry, "The History of the United States Christian Commission," Ph. D. Dissertation, University of Maryland, 1959, abstract.

50. Ibid.

51. Ibid., pp. 15, 152, 156, 162, and passim.

52. Ibid., pp. 154-55.

53. Ibid.

54. "Military Railroad Map, City Point, 1865."

55. Ibid.,. No other information regarding these buildings has been uncovered.

I. Churches⁵⁶

1. Catholic Chapel, P-6

The Catholic Chapel was one of several churches built by the Union Army in City Point.⁵⁷ Located on the east side of present-day Brown Avenue, the chapel is a one-story frame vernacular building with Gothic Revival characteristics.⁵⁸

The building today is a residence, and has been altered over the years. However, it is significant as the only remaining building in Hopewell (City Point) that was constructed by the Union Army in 1864-65.

2. "New Church," M-5

The 1865 Railroad map of City Point shows a "New Church" standing just north of St. John's Episcopal Church on City Point Road (present-day Cedar Lane). Nothing is known of the building other than is shown on the map: it was a frame building constructed by the Army in 1864-65. However, it may well have been a church built for blacks who rushed to the protection of the Union Army as it moved into the southern states (contrabands). If this was the case the "New Church" would have been a one-story frame building measuring fifty by seventy-five feet.⁵⁹

56. One church not discussed in this section was the one used by the Christian Commission (Section H 2).

57. "Military Railroad Map, City Point, 1865"; and "Statement of Public Buildings Erected by the Government at City Point, October 20, 1865." RG 92.

58. National Register Nomination Form.

59. Description of "Coloured Church" in "Statement of Public Buildings, October 20, 1865." Another possible location of the "Coloured Church" may have been at the "Contraband Quarters" (I-3, -4; J-3, -4). In 1874 Richard Eppes mentioned owning a barn that had once been a "Negro Church build by the government." He did not give an indication of location. There is no evidence to suggest that this church was located at Appomattox Manor. The opposite is probably true. Journal of Richard Eppes, 1873-75, pp. 29-30, entry for February 8, 1874.

3. St. John's Episcopal Church (Old Church), and
St. John's Rectory

a. Church, L-5

Located on City Point Road (Cedar Lane), St. John's Episcopal is a 1-1/2-story brick Gothic Revival Church. The church was built as early as 1840, although it does not appear on an 1844 map of City Point.⁶⁰ No evidence has been uncovered to indicate the building was used as anything other than a church during the occupation of City Point.

b. Rectory, P-7, -8; Q-7

St. John's Rectory is located on the west side of present-day Prince Henry Street, several blocks from the church. The rectory is a two-story, frame Greek Revival building constructed ca. 1848.⁶¹ As Illustration 14 indicates, the rectory was occupied by the Union Army in 1864-65, most probably as a headquarters for the Commissary Department.⁶²

4. [Hospital] Chapel, M-7

A small chapel is shown within the boundary of the field hospital. All that is known of this building is that it was a frame structure that pre-dated the Union occupation of City Point.⁶³

J. City Point House, P-9

This two-story early Federal-style building (Illustration 15) stands on the east side of present-day Prince Henry Street. Local tradition holds that the building, which once was apparently used as a tavern, was constructed as early as 1730.⁶⁴ However, architectural

60. National Register Nomination Forms; and "City Point, Virginia, [January 15, 1844]."

61. National Register Nomination Form.

62. Ibid., Illustration 14 is sometimes described as General Ingall's Headquarters. This is incorrect. General Ingall's Headquarters was at Appomattox Manor.

63. "Military Railroad Map, City Point, 1865."

64. Calos, ed., Hopewell - City Point Landmarks, n. p.

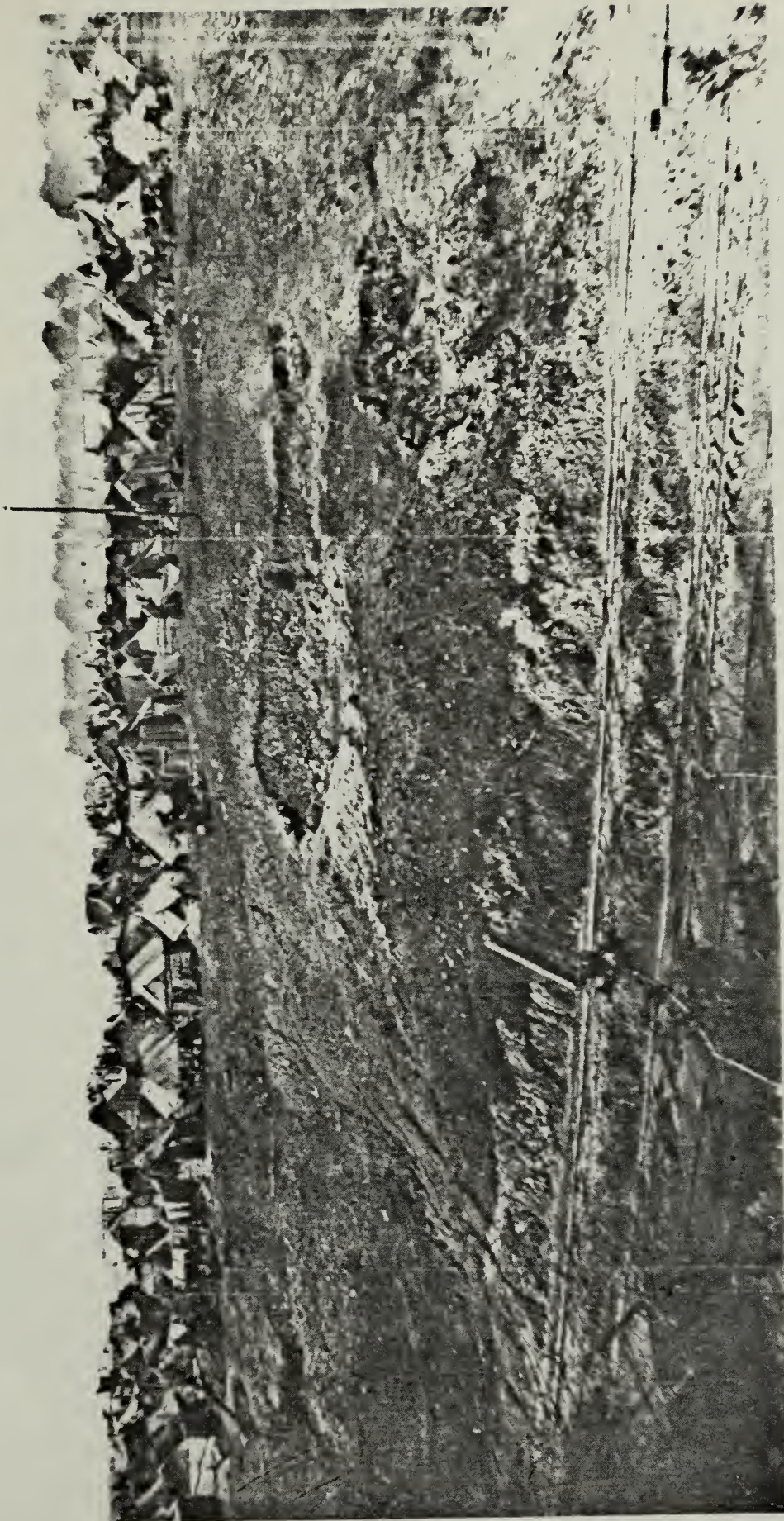


Illustration 12. Unidentified camp along southern end of United States
Military Railroad at City Point. National Archives,
111-B-316.

evidence indicates that an early nineteenth century date of construction is more likely.⁶⁵

During the occupation of City Point, camp equipage officers occupied most of the building.⁶⁶ The Christian Commission had its office in the north addition.⁶⁷ This addition has since been removed.

K. Contraband Quarters, I-3, -4; J-3, -4

The term contraband, as mentioned previously, refers to the slaves who left their masters for the protection of Grant's Army as it moved into Virginia. In City Point, these ex-slaves performed a variety of functions for which they were given food and shelter.⁶⁸

William Howell Reed reported seeing a contraband settlement located near the Depot Field Hospital.⁶⁹ However, what was apparently the main contraband settlement was located just west of City Point Road extending southwest from the engineers' camping ground to present-day Appomattox Street.

The contraband quarters consisted of ten frame buildings constructed by the government in 1864-65.⁷⁰ One of these buildings may have been the fifty-by seventy-five-foot, one-story frame "Coloured Church" described on page 27 of this report.

65. National Register Nomination Form.

66. Ibid; See also Illustration 15. Camp equipage included such materials as tents, spades, axes, camp kettles, and the like. War Department, Revised Regulations, p. 169.

67. "Military Railroad Map, 1865." See Section H above.

68. Reed, Hospital Life, p. 153. According to Darrell G. McPherson, for example, 160 blacks were employed as cooks, laundresses, etc. at the Depot Field Hospital. "Experiment at City Point," Military Medicine, Vol. 128 (March 1963), p. 244.

69. Reed, Hospital Life, p. 153.

70. "Military Railroad Map, City Point, 1865."



Illustration 13. Tents at Appomattox Manor, 1864-65 from detail of photograph of E. L. Henry's City Point, 1864-65. Mid-Atlantic Regional Office, National Park Service, Philadelphia, Pennsylvania.

Illustration 16 is purported to be a photograph of the contraband quarters while under construction. If this is true, the three structures on the southwest would have been rather crude log structures. The proportions of the buildings and angles between the log structures and the four long structures running perpendicular do not appear to be quite correct, however, leaving definitive identification impossible.

L. Cook House, P-8

The Cook House stands on the west side of present-day Prince Henry Street. Built in ca. 1858,⁷¹ the Cook House is a large two-story frame building in the Greek Revival style.⁷² A late nineteenth century-early twentieth century garden house to the southwest stands in the same general location as did a pre-1865 frame structure.

It has been asserted that the Cook House may have been used both to house a Union officer and as a hospital during the occupation.⁷³ However, there was certainly adequate hospital space elsewhere in City Point. As a result, it is unlikely that wounded men would have been brought to the Cook House.

M. Dispatcher's and Forage Master's Office, O-12

The man responsible for the smooth running of the military railroad at City Point shared a building with the post forage master. Located on the western edge of the forage wharf, their offices were in a two-story frame building.⁷⁴ The thirty- by forty-foot structure was built by the Military Railroad Construction Corps in 1864 at the cost of \$811.⁷⁵

71. In 1856 the lot was apparently owned jointly by Cook and a Wilcox. "Appomattox Manor and Surrounding Lands, 1856."

72. National Register Nomination Form.

73. Ibid; Calos, ed., Hopewell - City Point Landmarks, n. p.

74. "Military Railroad Map, City Point, 1856"; Dielman's, City Point; and "Statement of Public Buildings, October 20, 1865." In Illustration 17, the Dispatcher's Office is the two-story building on the left.

75. "Statement of Public Buildings, October 20, 1865." In a June 25, 1865 "Estimate of Buildings," the dimensions are thirty-five by forty feet.

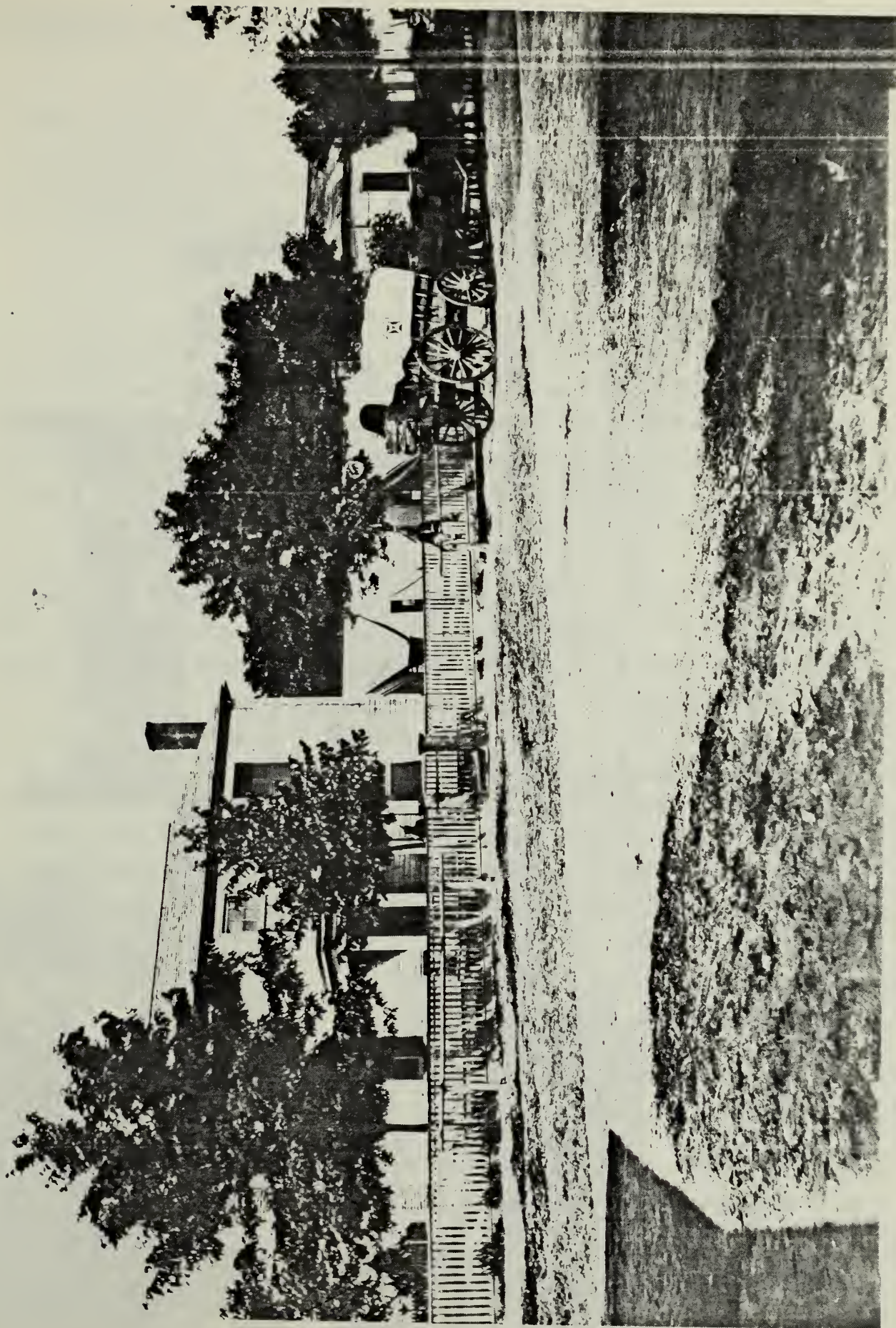


Illustration 14. St. John's Rectory, 1864-65. National Archives, 165-6-523.

N. Earthworks [Confederate]

Earthworks, roughly shaped as an open rectangle, remain standing on the northeast corner of Appomattox Manor, overlooking the James River. These works were not constructed during Union occupation. Rather, it is thought that they were constructed by the Confederates after Federal troops occupied City Point in 1862.

O. Dr. Peter Eppes House, O-6

The Dr. Peter Eppes House stands on the east side of present-day Brown Avenue. The house is a one-story frame building with Greek Revival characteristics.⁷⁶ It has been suggested that the house was constructed as early as 1830,⁷⁷ and as late as the immediate post-Civil War years.⁷⁸ However, the evidence suggests that a more likely date of construction might be between 1844 and 1865.⁷⁹

The house is shown standing in the middle of a fenced-in enclosure that may have existed before 1864. During the occupation, the building was used by the Post Quartermaster in some capacity, quite likely as a residence.⁸⁰

P. Richard Eppes House, R-6

The Richard Eppes House (also known as the Cocke House) stands at the southern boundary of Appomattox Manor along Pecan Avenue. The house is a 2-1/2-story brick building in modified Greek Revival style with Colonial Revival additions.⁸¹ It has been suggested

76. National Register Nomination Form.

77. Calos, ed., Hopewell - City Point Landmarks, n. p.

78. National Register Nomination Form.

79. "City Point, [1844]" and "Military Railroad Map, City Point, 1865."

80. "Military Railroad Map, City Point, 1865."

81. National Register Nomination Forms. In 1856, the land was owned by a Mrs. Rudders. "Appomattox Manor and Surrounding Lands, 1856."



Illustration 15. City Point House from west, 1864-65. Park files, Petersburg National Battlefield.

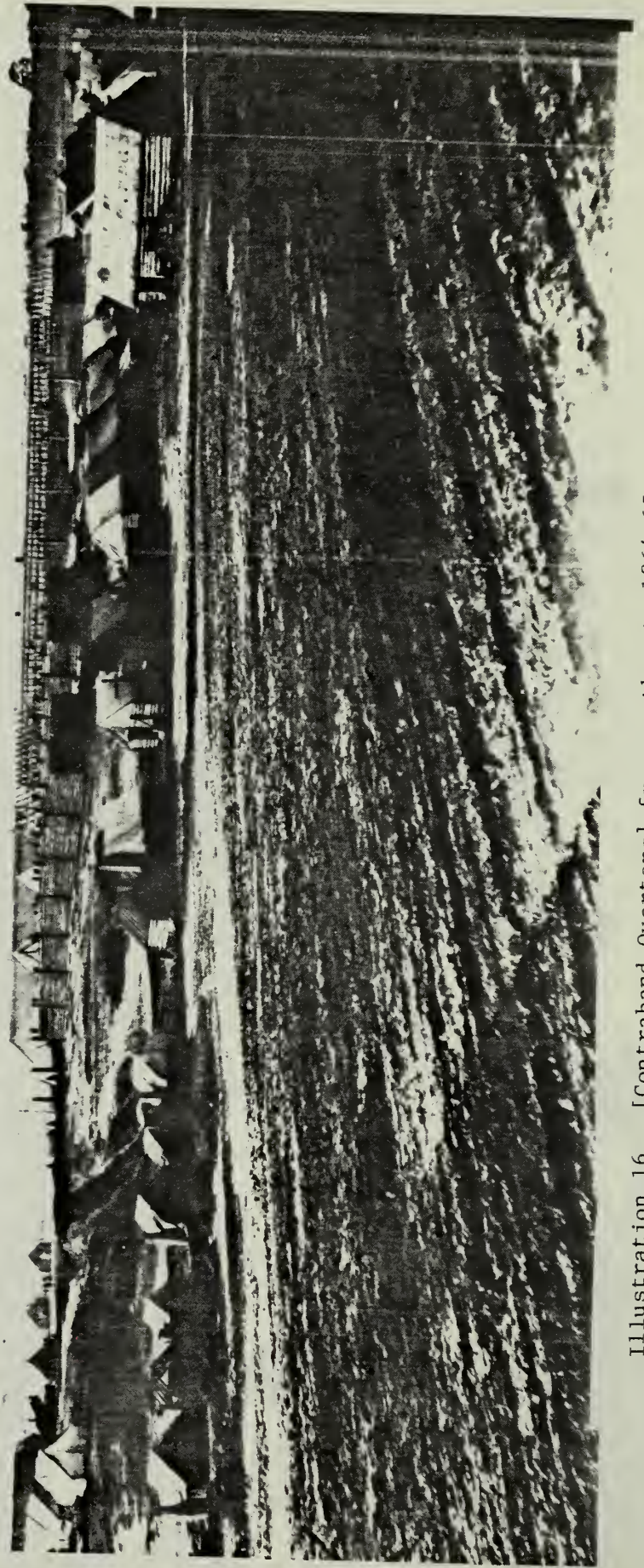


Illustration 16. [Contraband Quarters] from southwest, 1864-65. Source: National Archives, 111-B-719.

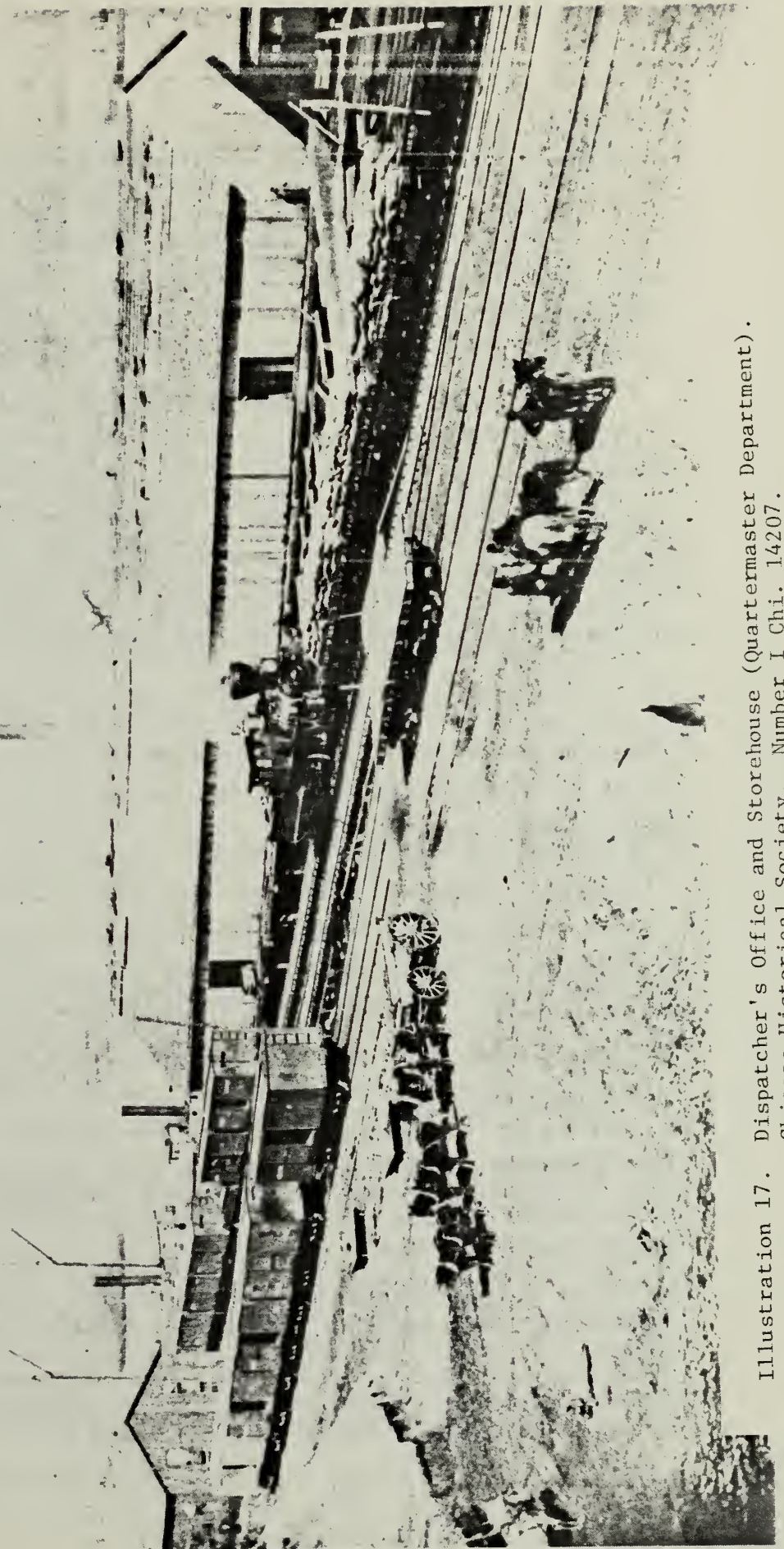


Illustration 17. Dispatcher's Office and Storehouse (Quartermaster Department).
Chicago Historical Society. Number I Chi. 14207.

that the house was built in 1836 as the first rectory for St. John's Church.⁸² However, evidence uncovered in research for this map suggests a more likely date of construction between 1837 and 1844.⁸³

The house was apparently damaged by northern gunboats earlier in the war.⁸⁴ There is no evidence concerning its use during the occupation of 1864-65.

Q. General Grant's Headquarters, T-5, -6

On the evening of June 15, 1864, General Ulysses S. Grant, General-in-Chief of the Armies of the United States, arrived to establish his headquarters at City Point.⁸⁵ In anticipation of a short stay at City Point, tents for the general and his staff were set up on the front lawn of Dr. Richard Eppes' Appomattox property, overlooking the confluence of the James and Appomattox River (see Illustration 19).⁸⁶

The "short stay" lasted nearly ten months, of course. During that time the headquarters was the nerve center, not only of the Union Army at Petersburg, but of the entire Union war effort. In these headquarters Grant

82. Calos, ed., Hopewell - City Point Landmarks, n. p.

83. "City Point, 1837" and "City Point, [1844]".

84. National Register Nomination Forms.

85. Butowsky, Appomattox Manor - City Point, p. 103. Dr. Butowsky most effectively synthesizes the many descriptions of life at Grant's Headquarters at City Point. For more detailed information, the reader should consult his study.

86. The exact configuration of the tents is not known. Sylvanius Cadwallader described the arrangement quite differently than that which appears on this map. Whether this was due to a confusion over directions, or whether the tents were arranged differently than the cabins erected in November 1864 is open to speculation. However, the former does appear to be more likely. Ibid, p. 104.

wrote his orders to Sherman for the march through the Carolinas; from here he summoned Sheridan to the Army of the Potomac for the final struggle; from his hut he removed Butler after the failure at Fort Fisher; seated within these walls he sent the dispatches to Thomas, which have provoked so much discussion, and the orders to Schofield that transferred him across the Continent. Here he received the Rebel Commissioners who came out from Richmond in March, 1865, to treat for peace; and here he often sat and talked with Lincoln of the great issues at stake, the military measures and the means.⁸⁷

The headquarters would have been the site of a continual stream of visitors. Officers bringing or taking dispatches and civilians asking for personal favors competed for Grant's attention.⁸⁸ Both Edwin Stanton [Secretary of War] and William H. Seward [Secretary of State] visited Grant at City Point.⁸⁹ Adam Badeau, Grant's military secretary, reported that President Lincoln, Generals Sherman, Sheridan, and Meade, and Admiral Porter all met with Grant at his City Point headquarters on a single day.⁹⁰

I. Cabins

No other buildings at City Point are so well documented as those belonging to General Grant and his staff. A large number of photographs and descriptions document the number, configuration, type, and, in some cases, furnishings of the cabins that housed General Grant and his staff.

As mentioned above, the headquarters area was first considered to be temporary, and the general and his staff lived in tents.

87. Adam Badeau to Russell Thayer, February 12, 1889. Quoted in *Ibid*, p. 142. See also Badeau to George Stuart, July 21, 1865, quoted in *Ibid*, pp. 138-39.

88. *Ibid*, p. 110.

89. Badeau to Thayer, February 12, 1889. Quoted in *Ibid*, p. 142.

90. Butowsky, Appomattox Manor - City Point, p. 110.

In November, when Grant was away, cabins were constructed for the coming winter.⁹¹ The cabins formed an open rectangle running east from the manor entrance road nearly to the bluff overlooking the James River. Thirteen cabins that faced north made up the southern side of the rectangle, three were on the east, six were on the west, and the north side was open.⁹² The six cabins on the west were in two rows, one with four cabins, the second with two.⁹³

The cabins were constructed of split juniper, or lined with it. The logs in Grant's cabin and two others were vertical, the others horizontal. All cabins had one or two windows, fireplaces, and enough room for two bunks.⁹⁴

After the war, Grant's cabin was removed to Philadelphia by George Stuart, President of the Sanitary Commission.⁹⁵ It stands today in Philadelphia's Fairmont Park. A second cabin, the one immediately west of General Grant's cabin was used as a schoolhouse until after 1916 (see Illustrations 24 and 24a).⁹⁶ The rest were torn down by Dr. Richard Eppes.⁹⁷

91. Ibid, p. 124.

92. Description of Grant's cabin in Philadelphia Inquirer, August 4, 1865. Quoted in Ibid, p. 128; Harpers Weekly, Vol. IX, (April 15, 1865), p. 225; Illustrations 20, 21, and 22. On the other hand, the "Military Railroad Map, City Point, 1865" and Dielman's, City Point, show only nineteen cabins.

93. Illustration 22.

94. Butowsky, Appomattox Manor - City Point, p. 128. Butowsky includes a detailed discussion of Grant's cabin.

95. Ibid, p. 133.

96. Ibid, p. 64. The building used as a schoolhouse had to be one of those constructed in a stockade pattern (General Grant's and the ones on either side). The cabin east of General Grant's had a window in front (see Illustration 22). According to Dr. Eppes, it was Grant's adjutant's cabin. Journal of Richard Eppes, 1888-92, entry for April 19, 1888.

97. Butowsky, Appomattox Manor - City Point, p. 64.

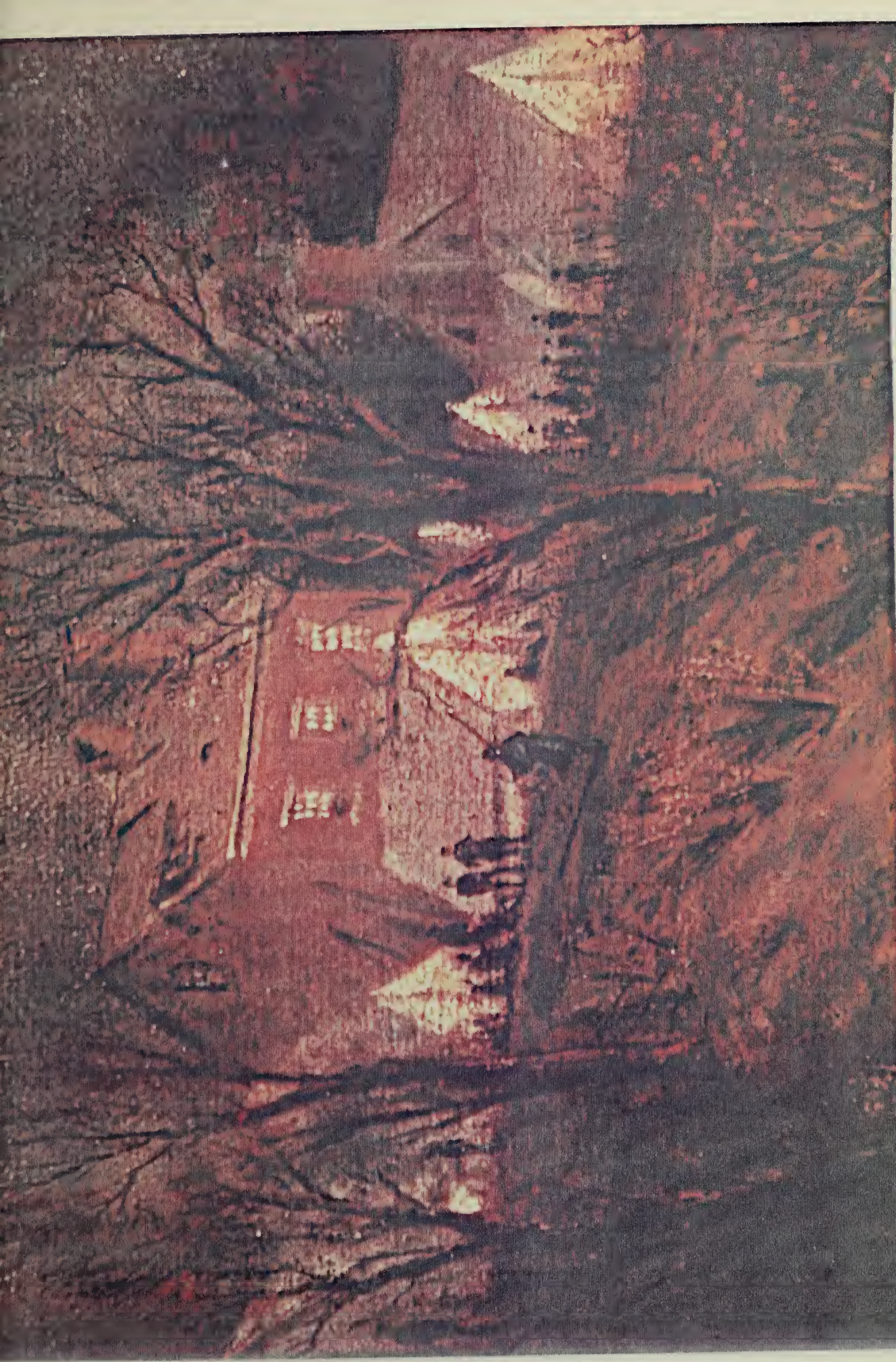


Illustration 18. Richard Eppes House, ca. 1865. Detail from photograph
of E. L. Henry's, City Point. Mid-Atlantic Regional
Office.



Illustration 19. Grant's Headquarters, 1864-65. Detail from photograph of E. L. Henry's, City Point. Mid-Atlantic Regional Office.



Illustration 20. Grant's Headquarters [1864]. MOLLUS No. 869.

There appears to be a slight discrepancy between the configuration on the map and that in contemporary photographs. In the photographs, the cabins appear to be on a line perpendicular to the house. In the 1865 military railroad map, they are at an angle. It is tempting to use the photographs as a final authority in this case. However, distortions were often present in such early photographs. Subsurface testing by an archeologist might provide for a definite answer to the configuration of the cabins in relation to the house.

2. Guardhouses, T-6

Contemporary photographs indicate the presence of at least two small frame guardhouses at the headquarters area (Illustrations 24 and 25). It is not known whether these guardhouses were built in response to the explosion of the ordnance wharf on August 9, 1864.⁹⁸ The locations given are approximate.

3. Flagpole, T-6

Illustrations 25 and 26 shows a flagpole in the general vicinity of the guardhouse nearest the river bluff.

4. Walks, T-5, -6

Contemporary photographs (Illustrations 20 and 22), show boardwalks connecting the cabins on the interior portion of the three-sided rectangle formed by the cabins. In addition Illustration 26 shows a short walk south of the flagpole, obviously used by the guards.

R. Graveyard (Insert)

What was apparently the largest graveyard at City Point, putatively the one shown in Illustration 27, was located south of the interior defensive lines on the site of present-day City Point National Cemetery.⁹⁹ The earliest graves in the national cemetery are those of

98. See Ibid, pp. 168-69 for a discussion of the explosion.

99. Information on graveyard from Leland Potter, Richmond Area National Cemetery August 9, 1980. In 1866 it was suggested that the bodies be moved. Apparently this was never carried out. Journal of Richard Eppes, 1865-67, p. 123.

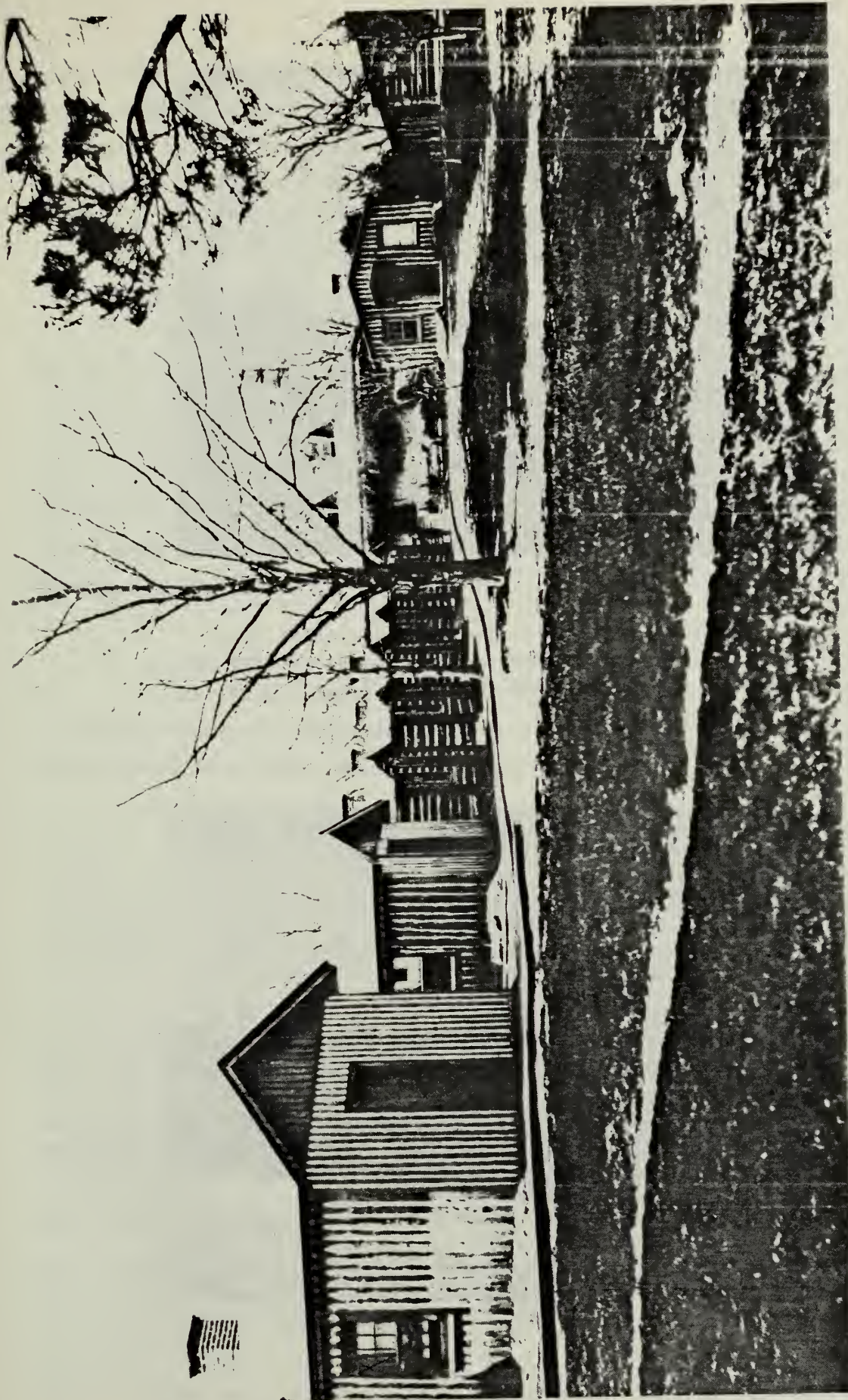


Illustration 21. Grant's Headquarters from northeast. National Archives
11-JC-107522.



Illustration 22. Grant's Headquarters cabins from northwest. Park files, Petersburg National Battlefield.



Illustration 23. Grant's Headquarters cabins from northwest. Park files, Petersburg National Battlefield.

Union and Confederate soldiers. The cemetery shown was not the only burial site in City Point in 1864-65. In 1953 the bodies of seventeen unknowns were discovered at an excavation site in a vacant lot, and in 1959 bodies buried in shallow graves were discovered along the site of 1-95.¹⁰⁰

S. Harbor Master's Office, R-10

The City Point Harbor Master's Office was in a building also occupied by the Quartermaster Department.¹⁰¹ Located just west of wharf 2, the office was a frame structure built by the government in 1864-65.¹⁰² It is unclear just how much of the building the Harbor Master occupied. One inventory indicates that it was a small one-story, fifteen- by twenty-foot addition on the north end.¹⁰³ A second inventory describes the Harbor Master's Office as a sixteen- by sixty-seven-foot section, costing \$1,225.¹⁰⁴

T. Hospitals

The mass engagements of the Civil War brought casualties unequalled before in American history. The medical departments on both sides moved only slowly to meet the new conditions.

In terms of organization, the Depot Field Hospital of the Army of the Potomac at City Point was a giant step forward in providing adequate care to casualties. Located only nine miles from the battlelines at Petersburg, the Depot Field Hospital provided quicker treatment to the

100. Information from Leland W. Potter.

101. "Rough Sketch of City Point Showing Location of Buildings, Wharves, &c, June 28, 1865." RG 77. This was an early draft of "Military Railroad Map, City Point, 1865." See also Illustration 58.

102. "Military Railroad Map, City Point, 1865."

103. "Statement of Public Buildings, October 20, 1865."

104. "Estimate of Buildings, June 26, 1865."



Illustration 24. Cabin left as schoolhouse, from east, after 1916.
 Photograph in possession of Mrs. R. C. Potts,
 Hopewell, Virginia.



Illustration 24a. Cabin left as schoolhouse, from north, after 1916.
 Photograph in possession of Mrs. R. C. Potts,
 Hopewell, Virginia. 50

sick and wounded than would have been possible otherwise, increased the number of men who could be returned to battle, and relieved overcrowding in the general hospitals to the rear.¹⁰⁵

By virtue of its size alone, few other areas at City Point were of greater interest to the visitors, and that included Abraham Lincoln, than the Depot Field Hospital.¹⁰⁶ Yet despite the size of the Depot Hospital, the records indicate that there were at least four, and as many as six, other hospital facilities located at City Point in 1864-65.¹⁰⁷

I. Depot Field Hospital of the Army of the Potomac (Insert)

a. Hospital

Located south of the interior defensive lines along to Appomattox River, the enormous Depot Hospital was made up of the Second, Fifth, Ninth, and Cavalry Corps Hospitals.¹⁰⁸

The Depot Field Hospital, which opened on June 20, 1864, covered some two hundred acres.¹⁰⁹ The sketch on the map is only a pictorial representation of the hospital. The configuration is speculative. However, the general location of the hospital is correct.¹¹⁰

105. McPherson, "Experiment at City Point," p. 244.

106. Livermore, History of the 18th New Hampshire Volunteers, pp. 66-69.

107. "Military Railroad Map, City Point, 1865"; Reed, Hospital Life, pp. 121-22; "Index of Hospital Records," RG 94, Records of the Adjutant General's Office, 1780s to 1917, National Archives.

108. Reed, Hospital Life, pp. 121-22.

109. "Report of Surg. E. Dalton, U. S. Army, Chief Medical Officer of Depot Field Hospital, including operations June 14-December 31, 1864," in War Department, Official Records of the War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Series I, Vol. 40, Part I (Washington, D.C.: Government Printing Office, 1892), p. 269.

110. Ibid; "Map of City Point & Line & Its Branches & Connecting Weldon & Petersburg & Richmond & Petersburg, and Petersburg Lynchburg R.Rd." Headquarters Map File, Roads, 196, RG 77; Illustration 28 (Appendix 4); Reed, Hospital Life, p. 94; Information from Leland W. Potter, Richmond Area National Cemeteries, August 9, 1980.



Illustration 25. Guardhouse and Flagpole, 1864-65. Park files, Petersburg National Battlefield.

During the summer months some 1200 hospital tents could accommodate as many as 10,000 patients.^{III} Chief Surgeon Dalton left a description of the hospital:

The latter were originally pitched in groups composed of two tents and an intervening fly, and placed end to end. These groups are arranged in rows, side by side, divided by lateral interspaces of fifteen feet in width between the individual groups. The ends of the groups abut upon streets sixty feet wide, running parallel with the river and meeting at right angles a main avenue 180 feet in width, which extends from the verge of the bluff directly through the center of the camp to the Petersburg pike. Since to approach of cool weather an entire tent has been substituted for the intervening fly in each group.^{II2}

As the weather turned colder, the U. S. Military Railroad Construction Corps replaced most of the tents with frame structures.^{II3} Sixteen ward buildings which probably measured twenty-five by fifty feet, an administration building, dead house, operating room, three sinks, a dining hall and kitchens, knapsack room, and covered ways were constructed for each of the corps represented.^{II4} In addition, a twenty-four- by sixty-foot "hospital for employees" of the quartermaster department, commissary storehouses, kitchens for convalescents on special diets, buildings for the Sanitary Commission, and quarters for contrabands employed at the hospital added to the immensity of the general hospital.^{II5}

III. McPherson, "Experiment at City Point," p. 244.

II2. O. R. Series I. Vol. 40, Part I, p. 269; Butowsky, Appomattox Manor - City Point, pp. 149-53; Cornelia Hancock, South After Gettysburg (Freeport: Books for Libraries Press), passim; and Reed, Hospital Life, passim.

II3. "Estimates of Buildings, June 26, 1865." Darrell McPherson stated that 450 tents remained in use throughout the winter. "Experiment at City Point," p. 244.

II4. "Bill of Lumber and Estimate of Cost of General Hospital, Army Hospital, Army of the Potomac, City Point, October 6, 1864," RG 92.

II5. "Estimate of Buildings, June 26, 1865." Internal evidence suggests location of "hospital for employees"; Reed, Hospital Life, p. 94; Hancock, South After Gettysburg, p. 129.

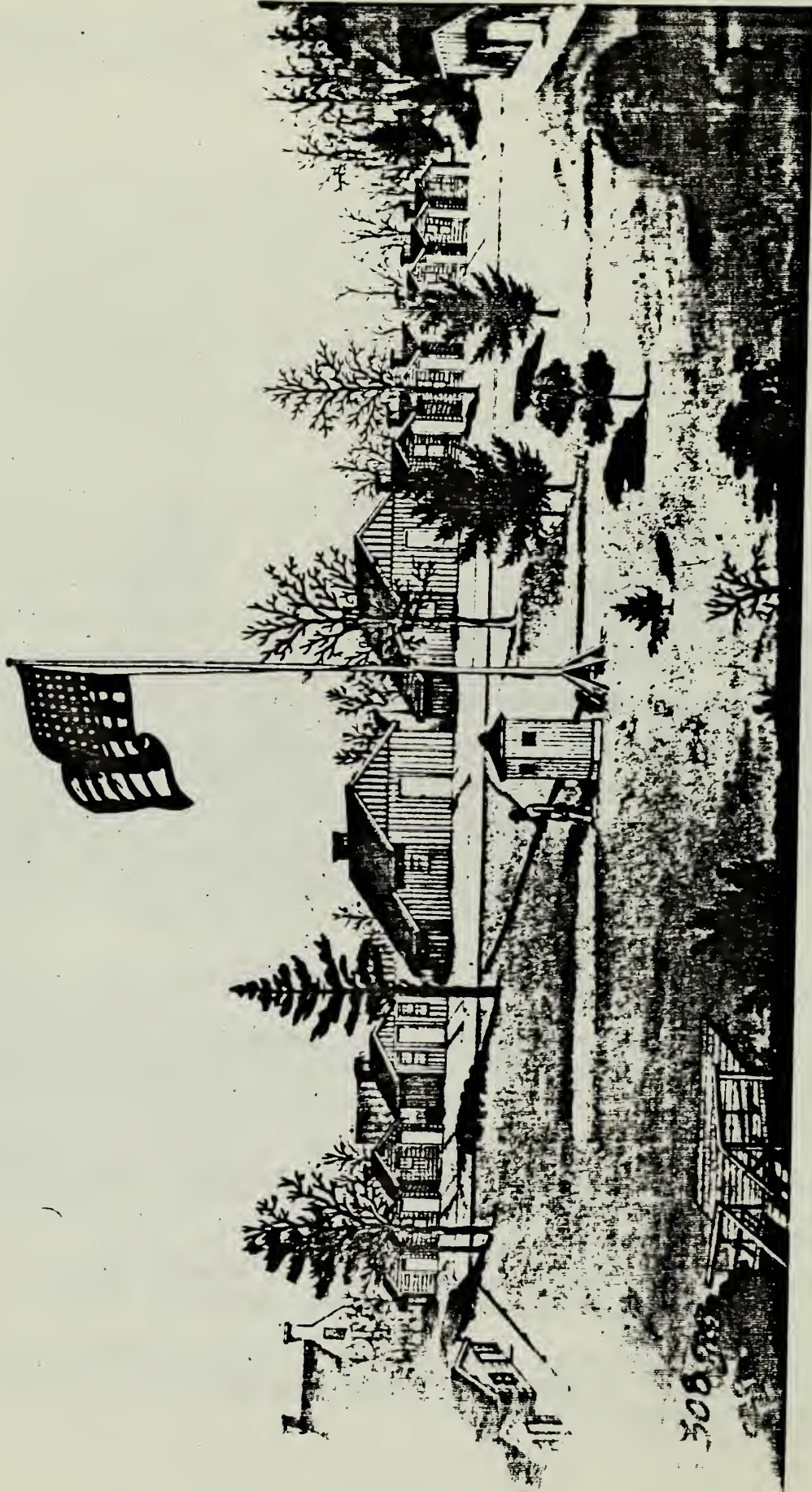
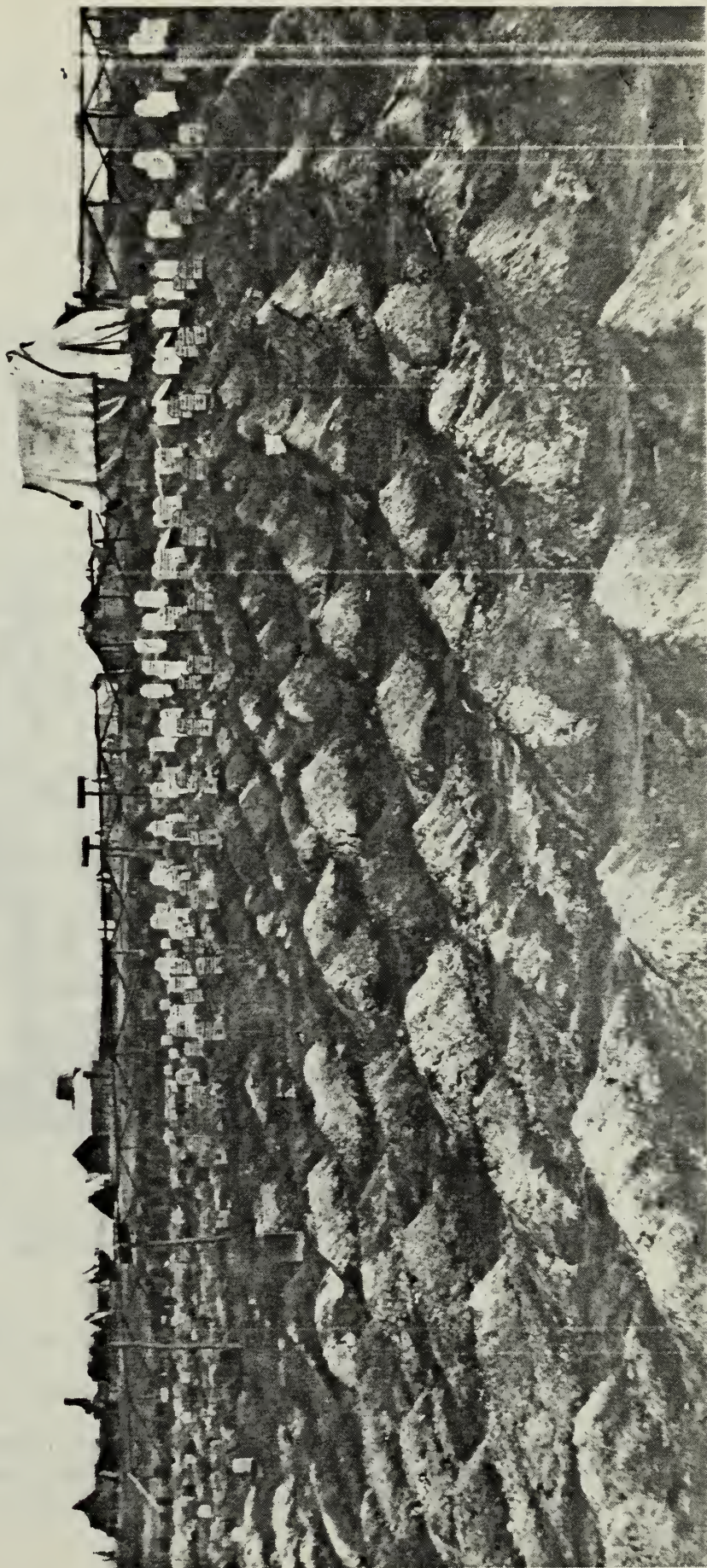


Illustration 26. Sketch of Headquarters' Cabins from north. National Archives, 111-B-308. Notice that the number of cabins facing north is incorrect.

Illustration 27. Graveyard at City Point. Source: National Archives, 11-B-595.
It is not believed that the structures in background are within the interior defense lines. The tents may be those of the Depot Field Hospital.



Although the total was at least 110, the exact number of buildings at the Depot Field Hospital is uncertain. The inventory of buildings taken on June 26, 1863, lists 110 hospital buildings costing a total of \$69,440.¹¹⁶ However, a note at the end of the inventory indicates that the number was greater:

There are in addition to the foregoing some 150 log buildings at the Gen'l Field Hospital and Repair Shops [see Section DD2], covered ¹¹⁷ with boards and felting, which cost probably \$250.00 each.

The total cost of these "log buildings" was \$37,500.¹¹⁸

b. Hospital Wharf

The medical department at City Point had its own wharves, used exclusively for the landing of supplies, and transferring of wounded.¹¹⁹ Located a short distance up the Appomattox River from the hospital, the wharves shown in Illustration 30 were probably replacements for pontoon wharves used originally.¹²⁰

2. Railroad Hospital, H-13; I-12, -13

A hospital, presumably for trackmen employed by the U.S. Military Railroad, was located on a bluff overlooking the James River at the southeastern end of the wharves.¹²¹ Cost of five frame buildings

116. "Estimate of Buildings, June 26, 1865." No breakdown in the total number of buildings is given. McPherson indicates that ninety were ward buildings; "Experiment at City Point," p. 244.

117. "Estimate of Buildings, June 26, 1865."

118. Ibid.

119. O. R., Series I, Vol. 40, Part I, p. 269.

120. Ibid. The location on the map insert is approximate.

121. "Military Railroad Map, City Point, 1865," Illustration 31 is a view of the hospital during the summer of 1864, when the tents would have been used. Also see Illustrations 49, 50, and 52.



Illustration 28. Depot Field Hospital of the Army of the Potomac, City Point, 1864-65. Sketch by F. J. Chasseur. Photographic copy in MOLLUS.

built by the government in 1864-65 was \$1,669.80.¹²² No other information regarding the hospital is available.¹²³

3. Field Hospital, L-7, -8; M-7

The 1865 Railroad Map of City Point shows an "Army Hospital" located immediately northeast of the Bullpen/Distribution Barracks. No evidence was uncovered to suggest who used this hospital, or even if it was in fact occupied.¹²⁴ The single reference to any building is to the small frame, pre-1865 structure apparently used as a chapel. [See Section 1-2].

4. Hospital for "Colored Troops"

Records indicate that a hospital for black troops operated from June to December 1864, when it was merged into the General Hospital.¹²⁵ There is no evidence to the location of such a hospital, although a likely location would have been in the same general area as the General Hospital.

5. Pest or Eruptive Hospital

A hospital for people with communicable diseases operated from November 11, 1864 to June 1, 1865.¹²⁶ There is no evidence regarding location.

6. Engineer Brigade Hospital

The "Index to Hospital Records" includes a reference to an Engineer's Brigade Hospital. The citation notes, however, that there are

122. "Military Railroad Map, City Point, 1865"; "Estimate of Buildings, June 26, 1865."

123. "Index of Hospital Records," RG 94, does not include a reference to the Railroad Hospital.

124. Reed, Hospital Life, passim; "Index to Hospitals"; "Engineers Field Notes"; and various inventories of government buildings at City Point.

125. "Index to Hospital Records." See also Reed, Hospital Life, pp. 144-45.

126. "Index to Hospital Records."

no records on file. Whether such a hospital existed as a separate entity is questionable. More than likely, any Engineer Brigade Hospital would have existed as a part of the Depot Field Hospital.

7. Hospital for the Wagon Train

Civilian laborers were not entitled to medical care, beyond what they could afford to pay for.¹²⁷ When necessary they were treated in the "Hospital for the Wagon Train." William Howell Reed described this hospital as "a wretched group of tents, . . . it was indeed no hospital, but a place where some thirty sick men were lying utterly neglected, with little medical attendance, and but two nurses, with no comforts, needing everything."¹²⁸ The location as given by Reed is ambiguous. It was probably located not far from the Depot Field Hospital.

U. Interior Lines of Defenses. F-1, -2, -3; G-1, -3, -4, -5, -6, -7, -8; H-1, -8, -9, -10; I-11

In an effort to protect the growing City Point depot from Confederate attack, Army engineers constructed two defensive lines.¹²⁹ The first, a defense perimeter with eight forts, was located about two miles from City Point.¹³⁰ The second, the interior lines shown on the map, ran from the Appomattox River side of City Point in a generally easterly direction to a bluff overlooking the railroad. This line consisted of a deep ditch and sharpened branches (see Illustration 32).¹³¹ Both lines were constructed between October 4, 1864 and December of that year. Although construction details are not available, it is likely that

127. Reed, Hospital Life, p. 121.

128. Ibid.

129. Butowsky, Appomattox Manor - City Point, p. 165.

130. Ibid, p. 162; "Plans for the line of Defence [sic] at City Point," RG 77.

131. Butowsky, Appomattox Manor - City Point, p. 165; "Engineer's Field Notes, June 22, [1865]."



Illustration 29. Depot Field Hospital, Army of the Potomac, [1864].
MOLLUS No. 1417.

companies A, B, C, D, and E of the Eighteenth New Hampshire Volunteers under Captain Potter worked on both lines.¹³²

V. Maltby House, O-8

The Maltby House, which formerly stood on the south side of present-day Maplewood Lane, was a large L-shaped structure occupied by sutlers and/or soldiers during the occupation of City Point.¹³³ No other information regarding this structure has been uncovered. The date of construction is not given on the 1865 Railroad Map. However, it likely pre-dated 1864-65.

W. Miscellaneous Buildings

A number of buildings on the 1865 railroad map and in contemporary photographs are unidentified. The numbers assigned to the following are for convenience only.

Buildings 1 and 2, E-6

Two small frame buildings were located on the railroad spur next to the depot bakery. Of unknown dates of construction, they probably had some relationship to the operations of the bakery.¹³⁴

Buildings 3 - 14, G-8; H-7, -8, -9; I-8

A number of buildings appear in the background of Illustration 32, believed to be a photograph of the interior line of defense. The locations of these buildings as shown on the map are speculative; they represent general, not specific locations. Nothing is known of

132. Butowsky, Appomattox Manor - City Point, p. 165; Livermore, New Hampshire Volunteers, p. 36.

133. The "Military Railroad Map, City Point, 1865" is the single source of information regarding the Maltby House. The 1866 Dielman lithograph of City Point, which is generally accurate, shows no building which would have been the Maltby House.

134. Illustration 8. The location shown on the map is approximate.

the buildings beyond what is evidence in the photographs. All are frame, of undetermined date of construction. It is possible that one is a barn, another a shed, still another a church, and several may have been storehouses, or similar kinds of buildings.

Buildings 15 and 16, G-10

Located just east of the railroad track as it entered City Point, these small frame buildings were constructed in 1864-65. They were probably used by the railroad construction corps.¹³⁵

Buildings 17, 18, and 19, H-13; I-12

Three small frame buildings are shown in the vicinity of the trackmen's quarters on Hospital Hill.¹³⁶ All were built in 1864-65, and all were probably used in some manner by the men quartered in the area.

Buildings 20-28, J-12, -13; K-12

Miscellaneous railroad structures are discussed in Section EE 5.

Buildings 29-30, J-11

The two small frame buildings located on the hillside just west of the Car Repair Shop in Illustration 51 were undoubtedly related to the railroad maintenance buildings in some way. Although there is no documentary evidence, they were probably constructed in 1864-65.

135. "Military Railroad Map, City Point, 1865." The small gable roofed structure in the foreground in Illustration 47 is probably Building 16.

136. "Military Railroad Map, City Point, 1865."

Buildings 31-38, I-10; J-10, -11; K-11

The area on the bluff west of the Car Repair Shop and Engine House was a congested one. The military railroad map shows two frame buildings there. Illustration 51 indicates the presence at least six other buildings and a number of tents and huts in the area.¹³⁷ Little is known of these structures. Buildings 31 and 32 may have been related to engine maintenance. Structure number 33 was a shed, and number 34 appears to have been a deteriorating residence. Number 36 was likely a barracks or storehouse. The use of the others is unknown. Buildings 31 and 32 were constructed in 1864-65, and number 34 appears to have pre-dated occupation.¹³⁸ The dates of construction of the others are unknown.

Buildings 39 and 40, L-12; M-12

These two frame structures were built in 1864-65.¹³⁹ There is no evidence to suggest possible use.

Buildings 41, 42, and 43. N-10, -11

These three frame structures were built in 1864-65.¹⁴⁰ Building 41 is a two-story gable roofed structure with attached lean-to and 42 and 43 are both one-story gable roofed structures.¹⁴¹ Building 41 measured approximately twenty by forty feet, number 42, fifteen by forty feet, and number 43 was about fifteen by twenty-five feet.¹⁴²

137. Locations of Buildings 33-38 are approximate.

138. "Military Railroad Map, City Point, 1865" and Illustration 51.

139. "Military Railroad Map, City Point, 1865."

140. Ibid.

141. Illustrations 34 and 35.

142. Measurements from "Military Railroad Map, City Point, 1865."

No conclusive evidence regarding use of these buildings. The measurements above are nearly the same as the that of three of four buildings assigned to Brigadier General Rudolph M. Patrick, Provost Marshal General, Army of the Potomac (twenty by forty, sixteen by forty, twelve by twenty-two, and twelve by twenty feet).¹⁴³ In addition, a contemporary photograph (Illustration 33) of building 41 is cited as "General Patrick's Headquarters." These buildings may very well be the four assigned General Patrick. However, it is not believed that the evidence available provides a definite answer.

Building 44, M-II

A small frame shed-roofed structure standing north across the ravine from the construction gang houses appears in Illustration 35. The date of construction and use are unknown.

Buildings 45 and 46, N-10

These two small gable roofed, frame structures are seen only in Illustration 34. There is no evidence regarding either use or date of construction, although the smaller one may be a privy.

Buildings 47, 48, and 49, N-9

A group of two-story frame structures appear on the left in Illustration 34. There is no evidence concerning either use or date of construction.

Building 50, O-10

According to both Mary Calos and the authors of the National Register Nomination Form, a small frame building standing on the east side of present-day Prince Henry Street is a frame cottage that

143. "Estimate of Buildings, June 26, 1865."

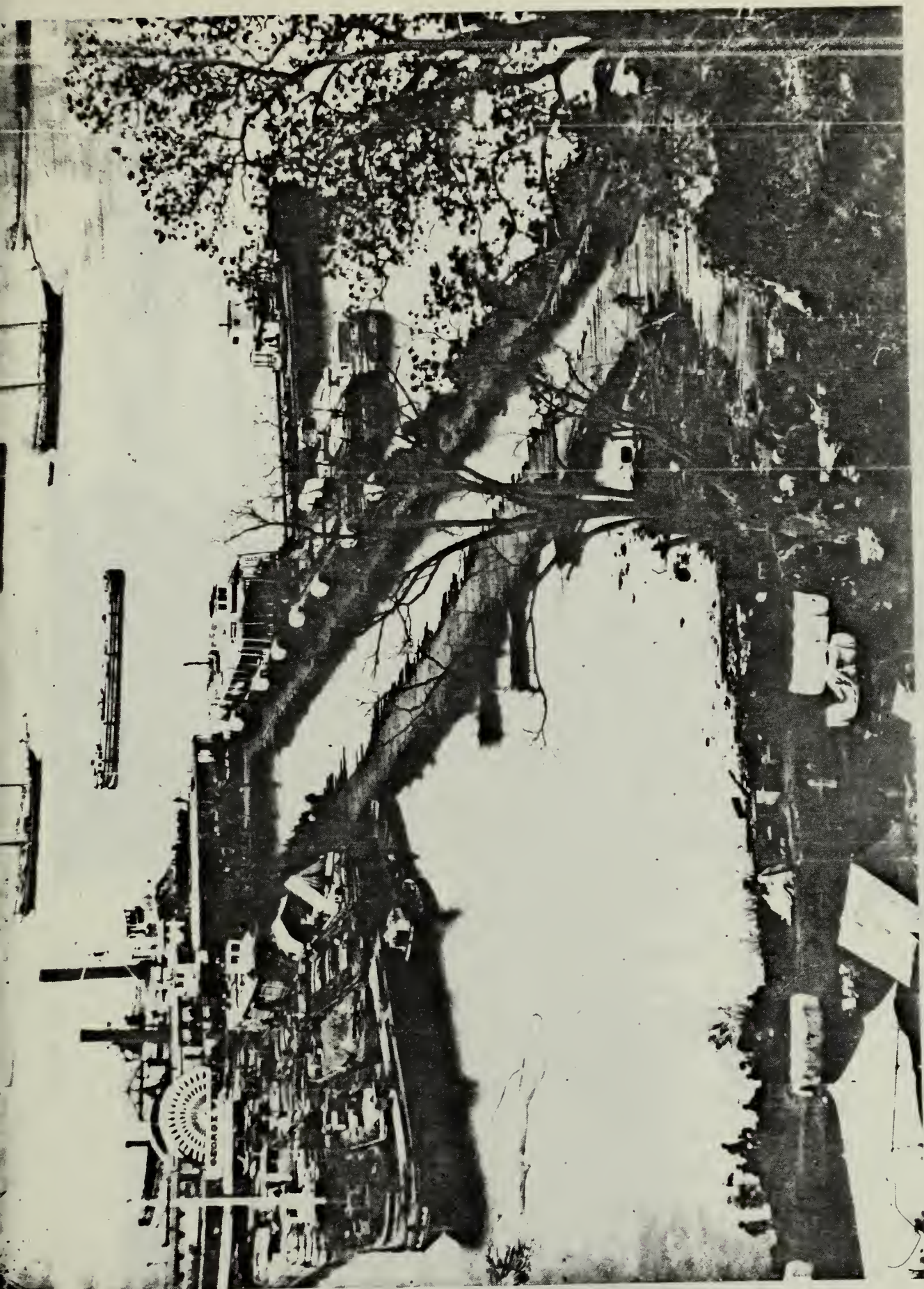


Illustration 30. Medical Wharves and Transports at City Point, 1864-65.
National Archives, 111-B-5226.

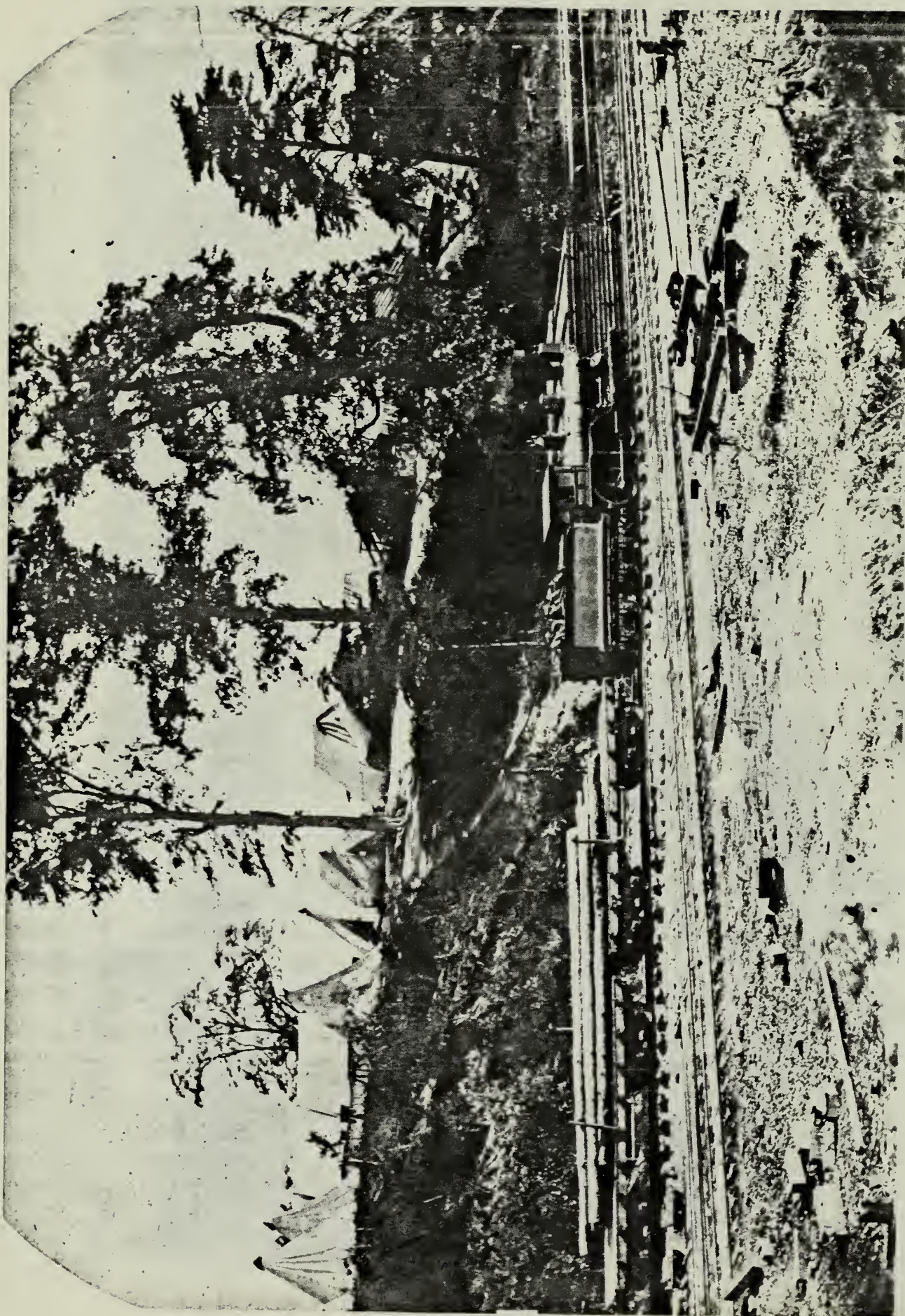


Illustration 31. Railroad Hospital from west, [1864]. Chicago Historical Society neg. no. 14208.



Illustration 32. Defensive line at City Point. MOLLUS No. 771.

pre-dated the Civil War.¹⁴⁴ It is said to have been previously occupied by an Edward Comer, and been used to store Union munitions during the occupation of City Point.¹⁴⁵

It has not been possible to confirm these contentions. In fact, the building is not shown on either the 1865 Railroad Map of City Point or the Dielman lithograph of City Point in 1866.

Buildings 51, 52, 53, and 54, N-8; O-8

Buildings 51, 52, and 53 were frame structures that were constructed in 1864-65, while Building 54 was a frame structure of an unknown date of construction.¹⁴⁶ Nothing is known regarding the use of Buildings 51-53. The 1865 railroad map does indicate that Building 54 was used by sutlers during the occupation.

Buildings 55 and 56, L-5, -6

Two small frame structures that were constructed in 1864-65 stood north of the Bullpen and east of St. John's Church.¹⁴⁷ Little is known of the buildings. They were built in 1864-65, and their location suggests that they may well have been the twenty-four by twenty-eight-foot office and kitchen assigned to Captain Potter, and the fifteen- by twenty-eight-foot house for officers of the guard listed in the inventories of government buildings at City Point.¹⁴⁸

144. Calos, Hopewell - City Point Landmarks, n.p.; National Register Nomination Forms.

145. Ibid.

146. "Military Railroad Map, City Point, 1865."

147. Ibid.

148. "Military Railroad Map, City Point, 1865"; "Estimate of Buildings, June 26, 1865." These buildings cost \$896 and \$735 respectively.

Building 57, M-4

A frame structure that pre-dated the occupation of City Point, stood on the location of the present-day Hunter House. Nothing beyond the information available on the "Military Railroad Map, City Point, 1865" is known of the structure.

Buildings 58, 59, 60, and 61, O-8, -9; P-8

As many as four buildings stood northwest across present-day Prince Henry Street from the Bishop House.¹⁴⁹ Building 58 was, it is believed, a two-story residence, and Building 60 was likely an outbuilding associated with it.¹⁵⁰ The residence is probably the large building shown near the center in Illustration 34. Illustration 36 is believed to be another view. The building bears an uncanny resemblance to City Point House (Illustration 15). However, the type and location of the two frame, unpainted buildings (58 and 59) adjacent suggests the location shown on the map.

Building 62, N-10

The small frame structure that stood just south of Belch House was built prior to Union occupation of City Point.¹⁵¹ Although evidence is not available, it seems likely that this building would have been an outbuilding associated with the Belch House.

Buildings 63, 64, 65, 66, and 67, N-11; O-11; P-11

Five buildings stood across the railroad tracks from the Forage Wharf. Building 63 appears to have been a deteriorating frame

149. "Military Railroad Map, City Point, 1865."

150. Dielman's, City Point.

151. "Military Railroad Map, City Point, 1865."

residence, and 64 was a 1-1/2-story frame structure.¹⁵² Building 65, the structure on the bluff, was a 1-1/2-story frame building with a porch on the east and an extension on the west.¹⁵³ Buildings 66 and 67 are less clear, although they appear to have been frame structures as well.¹⁵⁴ According to the 1865 map of City Point, Building 59 was constructed prior to 1865.¹⁵⁵ The construction dates of the rest are uncertain, although it is likely that Building 63 was constructed prior to 1865.

Building 68, P-9

Illustration 14 shows a one-story structure standing just south of City Point House. The building was a gable-roofed, frame structure. There is no evidence concerning use or date of construction. The location shown is approximate.

Building 69, P-8

The small frame building standing southwest of the Cook House was probably an outbuilding associated with that structure. The building was constructed before 1865, although the exact date is unknown.¹⁵⁶

Building 70, O-7

The large frame structure shown standing east of the area assigned the post quartermaster was built before 1865. Nothing is known of

152. Illustrations 37 and 38.

153. Ibid; Illustration 35.

154. Illustrations 37 and 38.

155. "Military Railroad Map, City Point, 1865."

156. Ibid.



Illustration 33. [General Patrick's
Headquarters], 1864-65.
Library of Congress
photograph B811-2578.

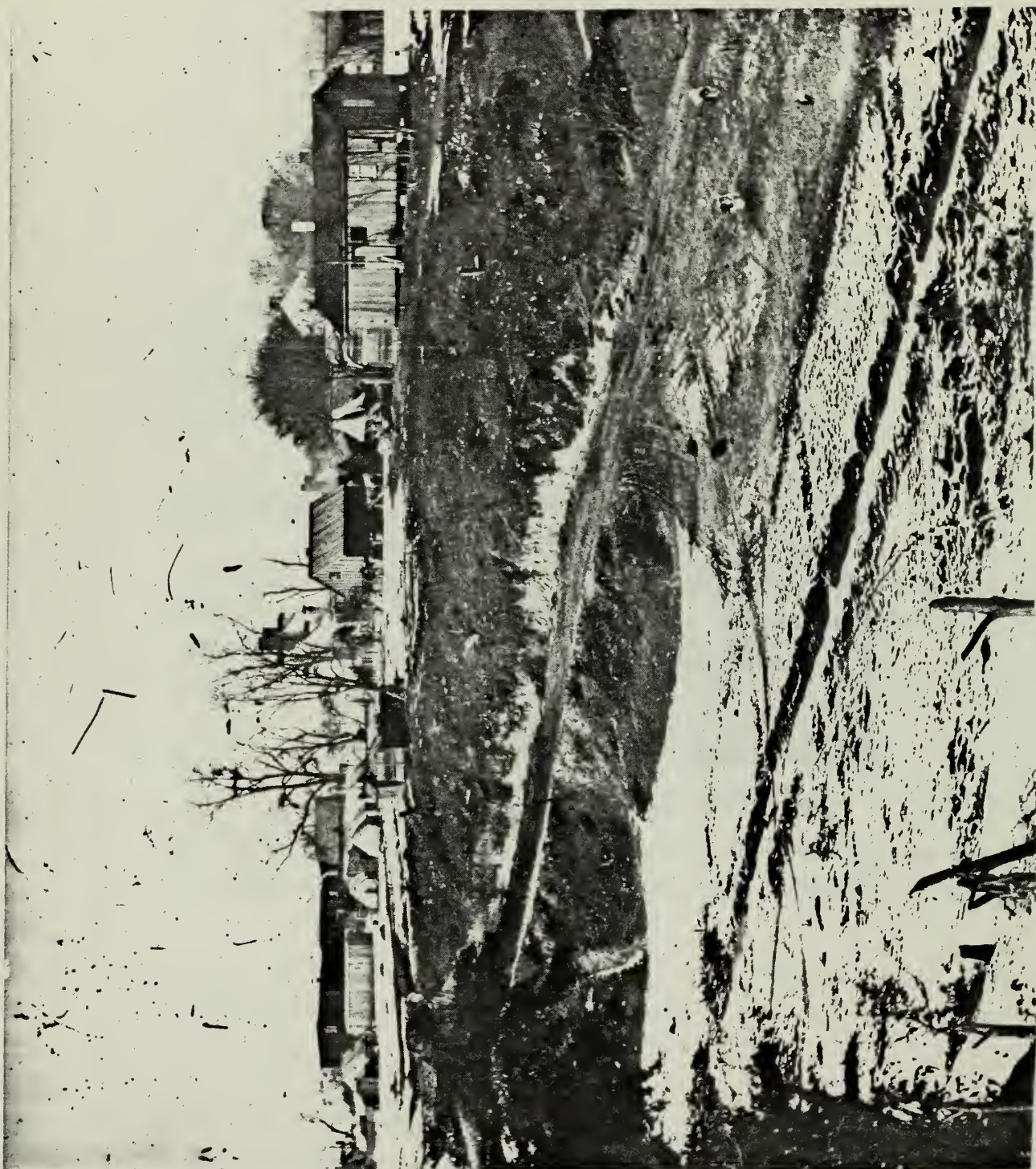


Illustration 34. Miscellaneous Buildings, 1864-65. Looking north from Construction Gang House. Library of Congress, B811-2580.

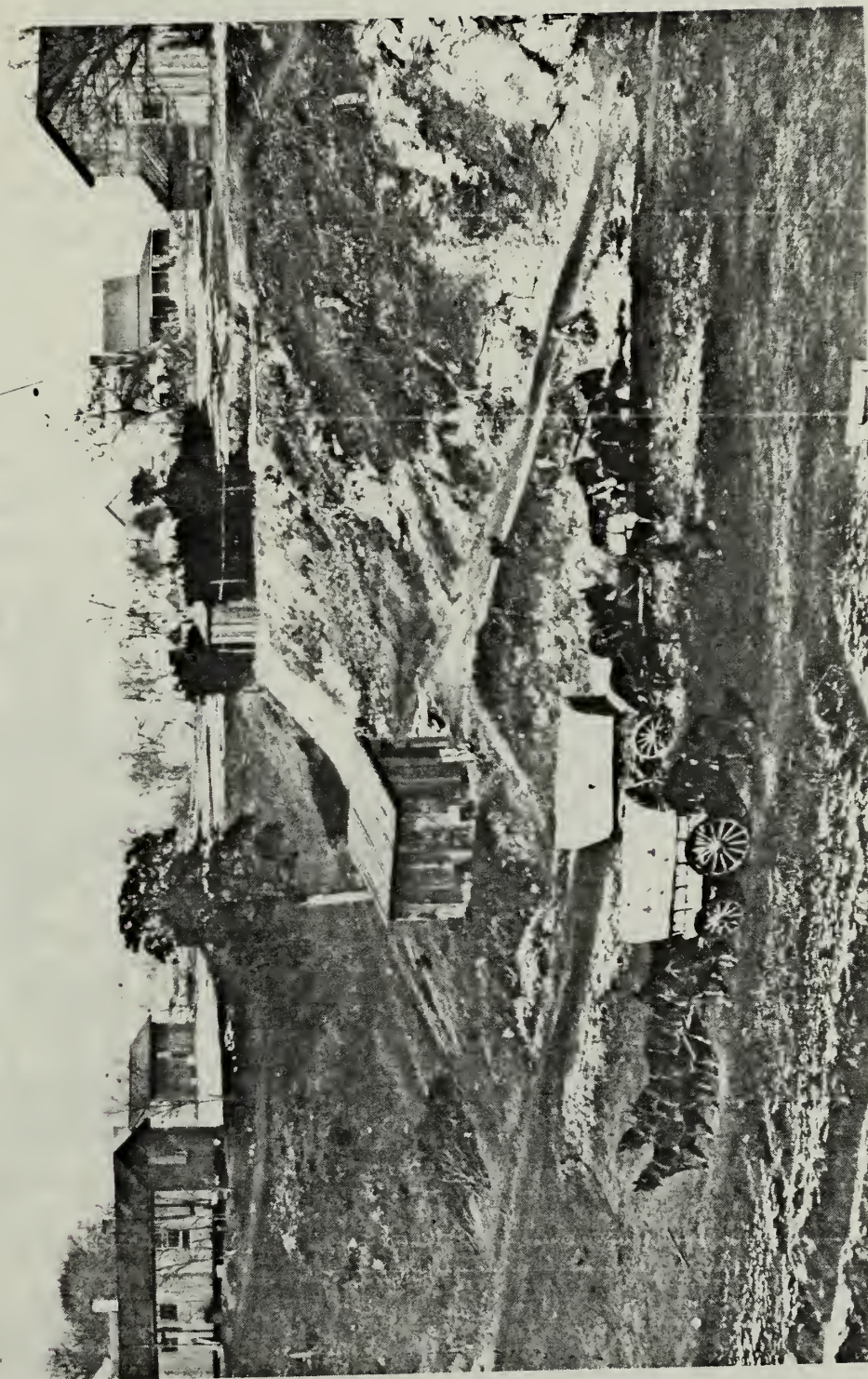


Illustration 35. Miscellaneous Buildings, 1864-65. Looking North from Construction Gang Houses. The one-story frame building shown on the left is the same building shown in Illustration 34. Library of Congress, B811-2577.

this structure, although judging from its size and shape, it may well have been a residence.¹⁵⁷

Buildings 71, 72, Q-7

Building 71 was a one-story frame structure built before 1865.¹⁵⁸ From appearance, it was probably a residence. The smaller frame structure to the southwest (72) was also constructed before 1865.¹⁵⁹ Its location suggests that it was an outbuilding associated with either miscellaneous Building 70 or St. John's Rectory.

Building 73, R-10

The 1865 railroad map shows a small frame building standing west of the quartermaster offices near the Commissary Wharf (Wharf 2). The building was built in 1864-65. There is no evidence regarding its use.

Building 74, S-9

The long frame structure shows just below the bluff at the southeast corner of the Appomattox Manor was built before 1865.¹⁶⁰ Its size and location suggests that it had once been a warehouse of some kind.

Building 75, T-8

The "Military Railroad Map, City Point, 1865" shows a small frame structure standing just below the bluff at Appomattox Manor. The structure was built in 1864-65. There is no evidence concerning its use.

157. Ibid.

158. Ibid; Dielman's, City Point.

159. "Military Railroad Map, City Point, 1865."

160. Ibid.

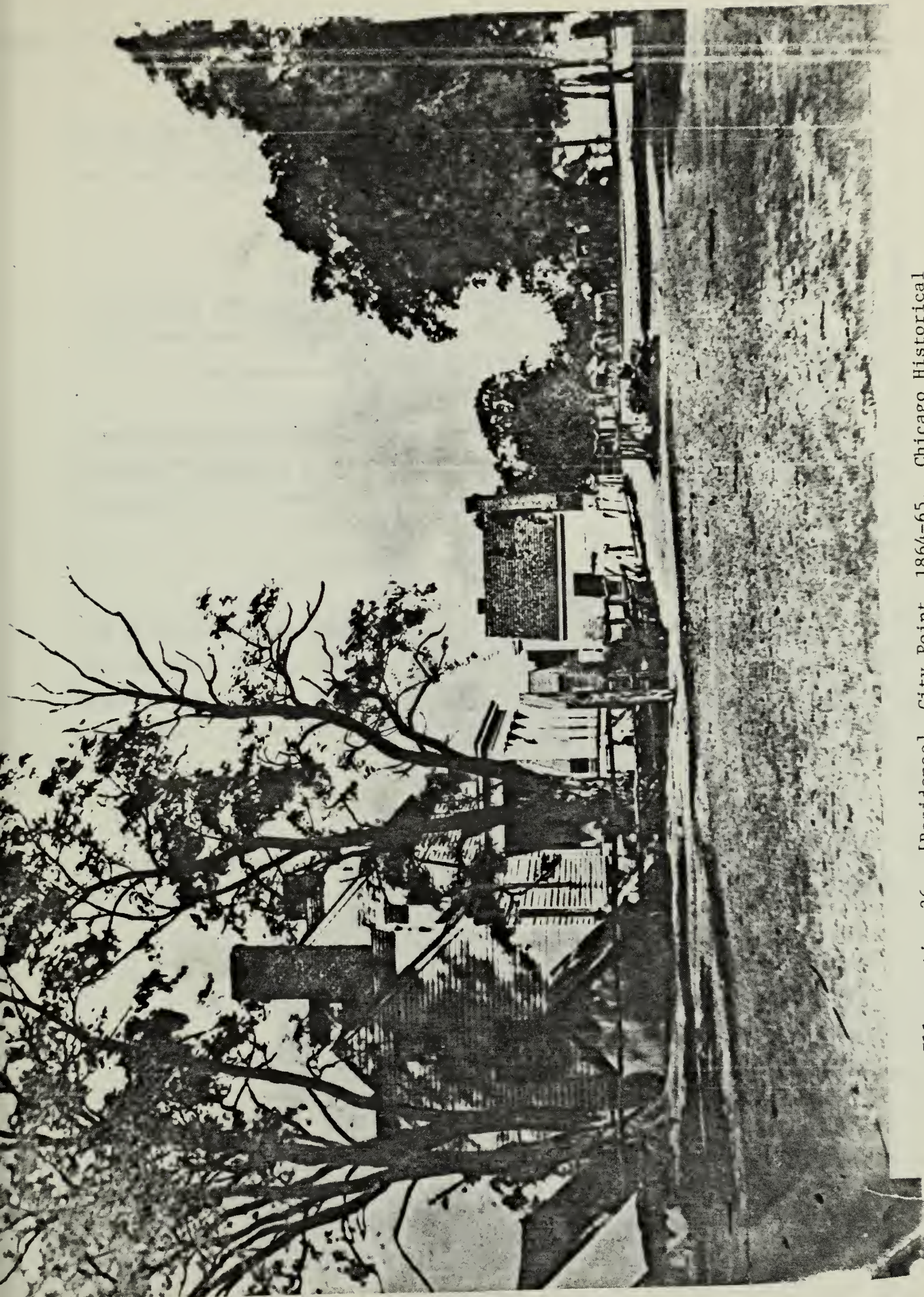


Illustration 36. [Residence], City Point, 1864-65. Chicago Historical Society, CW-70.

Building 76, M-7, -8

The 1865 railroad map shows a frame building standing east of the "Army Hospital." Although the map indicates that the building was constructed in 1864-65, no indication of use is given.

X. Photograph Department, L-9

Civilians generally took the photographs we have of the Civil War. The work of the Army Photograph Department was most often confined to map reproduction.¹⁶¹

Three buildings were assigned the department at City Point--a house and two stables.¹⁶² All that is known of these buildings is that all were frame structures built by the government in 1864-65, for a combined cost of \$652.¹⁶³

Y. Platform or Plank Road

A platform or Plank Road ran along the western side of the railroad track from the north of the Fuel Platform (K-12, L-12) to the Harbor Master's Office (R-10).¹⁶⁴ Constructed by the U. S. Military Railroad Construction Corps this eighteen-foot-wide road cost \$9,264.50.¹⁶⁵

Z. Porter House, P-5

The Porter House, which stands on the east side of present-day Brown Avenue, is thought to be one of the oldest surviving structures in

161. Information from Edwin C. Bearss, Historian, NPS.

162. "Military Railroad Map, City Point, 1865."

163. Ibid; "Estimate of Buildings, June 26, 1865."

164. "Military Railroad Map, City Point, 1865."

165. "Estimate of Buildings, June 26, 1865."

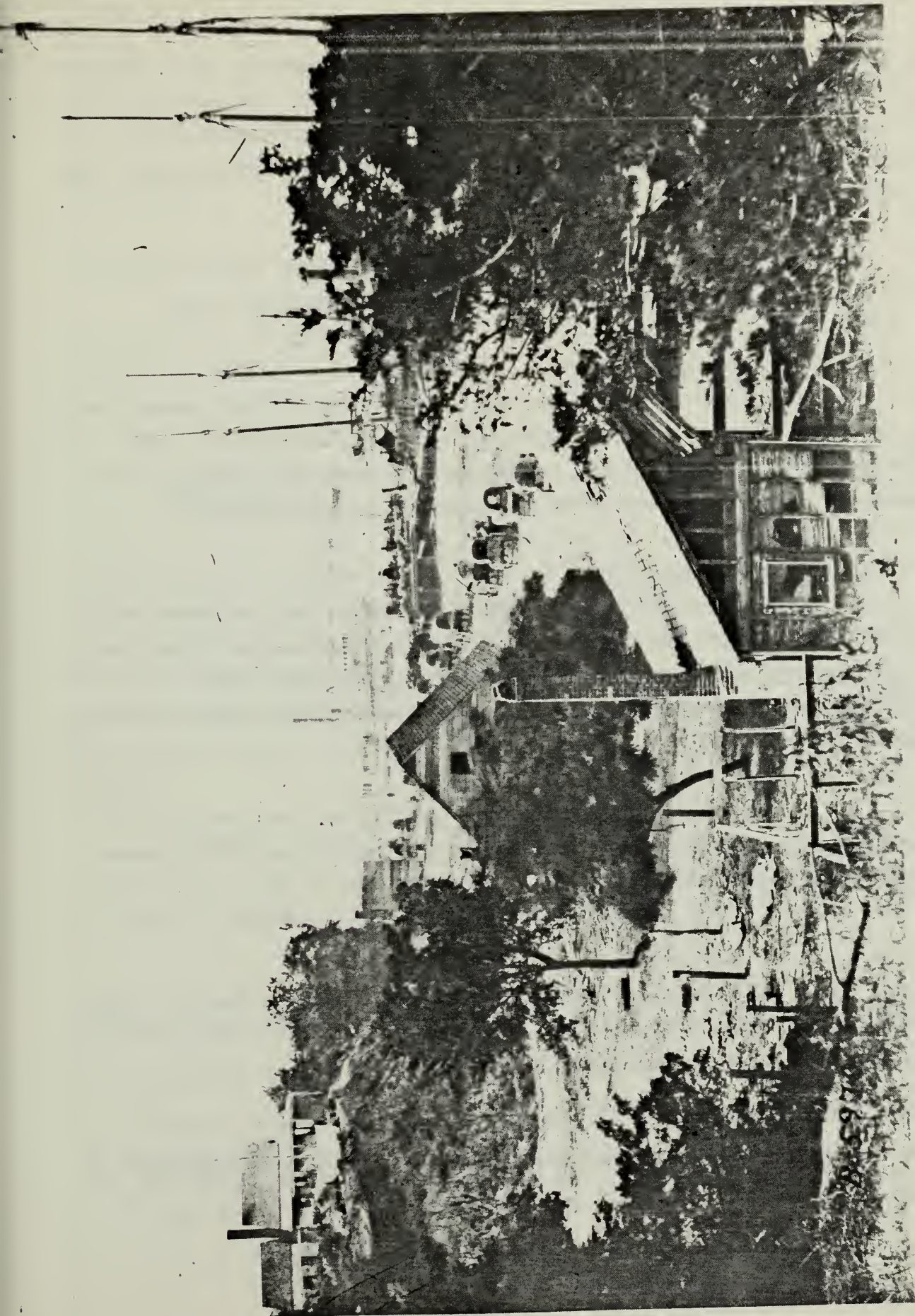


Illustration 37. City Point from south, 1864-65. National Archives 111-B-5970.

Hopewell. The two-story frame building was probably built before 1837.¹⁶⁶ Apparently in the Federal style originally, the building has undergone rather severe alterations over the years.¹⁶⁷ Illustration 39 suggests that the building was occupied by the Army during the occupation of City Point.

The "Military Railroad Map, City Point, 1865" indicates that the building stood on the fence line of a large government stable area.

AA. Post Office, Q-9; R-9

The Post Office that served the City Point depot was constructed by the U. S. Military Railroad Construction Corps in 1864-65.¹⁶⁸ A one-story frame building with a gable roof, the Post Office measured twenty by forty-two feet and cost an estimated \$944.¹⁶⁹

BB. Proctor House, Q-7

The Christopher Proctor House stands on the southwest corner of Prince Henry Street and Pecan Avenue. The house is a two-story frame structure in the early Federal style (Illustration 40).¹⁷⁰ It was probably built as early as 1800, although some believe that it was a tavern built in 1730.¹⁷¹

It has been suggested that the building was used variously as a post office, a barn, and troop quarters during the war.¹⁷² However, this has not been confirmed.

166. "City Point Railroad, 1837"; "City Point, [1844]"; Dielman's, City Point.

167. National Register Nomination Forms.

168. "Military Railroad Map, City Point, 1865."

169. "Statement of Public Buildings, October 20, 1865" and "Estimate of Buildings, June 26, 1865." The structure is seen in Illustration 64 and frontispiece.

170. National Register Nomination Forms.

172. Calos, ed., Hopewell - City Point Landmarks, n.p.

a. Smoke House

The pyramidal-roofed outbuilding shown standing to the left in Illustration 40 was apparently a smokehouse. Since the Civil War this building has been moved west to the opposite side of the property.¹⁷³

b. Outbuilding, Q-7

A small frame, hipped-roofed structure stood just to the west of the Proctor House along Pecan Avenue.¹⁷⁴ The building was probably a second outbuilding, and was almost certainly constructed before 1864.

CC. Provost Marshal's Offices, P-10

Brigadier General Marsena Rudolph Patrick, Provost Marshal General, Army of the Potomac, was the man charged with final responsibility for protecting the security of the City Point Depot. A total of six buildings were assigned to him. The Provost Marshal's Offices were in two small buildings standing on a bluff overlooking Wharf Four.¹⁷⁵ These buildings, which cost \$575 and \$650, respectively, measured fifteen by twenty-three feet and fifteen by twenty-six feet.¹⁷⁶ Both were frame, one-story buildings built by the government in 1864-65.¹⁷⁷

These two buildings were not, it appears, used by General Patrick, but rather by a subordinate. The inventories list another four buildings as "General Patrick's Building[s]."¹⁷⁸ All four of these were

173. Information from John Davis, Jr., Petersburg National Battlefield.

174. Illustration 40.

175. "Military Railroad Map, City Point, 1865." See also frontspiece.

176. "Estimate of Buildings, June 26, 1865."

177. "Statement of Public Buildings, October 20, 1865."

178. "Estimate of Buildings, June 25, 1865."

relatively small buildings measuring twenty by forty feet, sixteen by forty feet, twelve by twenty-two feet, and twelve by twenty feet.¹⁷⁹

There is no conclusive evidence as to location of General Patrick's buildings. For a discussion of one possible location see pp. 61-62.

DD. Quartermaster Department¹⁸⁰

The duties of the Quartermaster Department at City Point were staggering. The department was responsible for transportation of the Army, storage and transportation of supplies, clothing, camp and garrison equipage, horses, fuel, forage, maintenance of buildings, repair of equipment.¹⁸¹ Lieutenant Colonel E.J. Strang, who was in charge of the repair depot, employed some 1,600 wheelwrights, carpenters, blacksmiths, saddlers, teamsters, laborers, and clerks.¹⁸²

From November 7, 1864, Col. George W. Bradley was Chief Quartermaster of the City Point depot.¹⁸³ He retained direct responsibility for transportation on the James River, but delegated responsibility for all other duties to assistant quartermasters.¹⁸⁴

179. Ibid.

180. This section deals only with offices, quarters, and the repair shops. Storehouses and warehouses are discussed under Section HH. Only the offices are shown on the map. The quarters and repair shop are thought to have been located in the general vicinity of the Depot Field Hospital. "Estimate of Buildings, June 26, 1865."

181. War Department, Revised Regulations, p. 123. In addition, quartermaster carpenters were involved to some limited extent in construction of buildings. Risch, Quartermaster Support of the Army, p. 435.

182. Ibid., pp. 435-36.

183. Ibid. From June through November, the Chief Quartermaster of City Point Depot was Col. P. P. Pitkin. Both reported to Rufus Ingalls, Chief Quartermaster of the Army of the Potomac.

184. Risch, Quartermaster Support of the Army, p. 435.

I. Offices

a. R-10

An office, probably occupied by the assistant quartermaster for commissary, was located in a building also used by the Harbor Master. It is unknown just how much of the building either would have occupied. The building is described in Section S.

b. Col. [George] Bradley's Office, Q-10

What was likely the office of the Chief Quartermaster of the City Point Depot was a twenty- by forty-two-foot frame structure built by the Army in 1864-65.¹⁸⁵ Inventories valued the building at \$1,863.90.¹⁸⁶ Standing on a bluff overlooking the wharves, Col. Bradley's office was a two-story building with a one-story porch that ran the length of the structure.¹⁸⁷

c. Maj. [Daniel] Wiley's Office, P-10; Q-10

The building shown standing immediately to the south of Col. Bradley's office was similar in all respects.¹⁸⁸ It is believed that this office would have belonged to an Assistant Quartermaster Major Daniel Wiley.¹⁸⁹

d. [Captain Camp's] Quartermaster Department Office, M-13

A fourth Quartermaster Department Office stood on the western edge of Wharf 5. The building was a two-story,

185. "Estimate of Buildings, June 25, 1865."

186. Ibid.

187. Dielman's, City Point.

188. "Military Railroad Map, City Point, 1865"; "Estimate of Buildings, June 26, 1865"; and Dielman's, City Point.

189. Heitman, Historical Register of the Army, p. 1035.

thirty-by-forty-foot frame structure that cost \$600.¹⁹⁰ Built by the Army in 1864, the building was probably the office of Captain Camp, an assistant quartermaster responsible for clothing.¹⁹¹

2. [Col. Strang's] Repair Shops

The blacksmiths, wheelwrights, and other laborers employed by Col. Strang were undoubtedly kept busy repairing equipment at the Quartermaster Department's Repair Shops. The repair shops consisted of at least five buildings: two large buildings measuring 183 by 24 feet each, one 130 by 24 feet, and two smaller structures measuring 21 by 40 and 47 by 23 feet respectively.¹⁹² The two large buildings together cost \$5,940, the others \$1,950, \$600, and \$750 respectively.¹⁹³

The buildings are not included on the 1865 railroad map of City Point. While the exact location is not known, they were most assuredly not within the area included on the map. Rather, the repair shop seems to have been in the general vicinity of the Depot Field Hospital.¹⁹⁴

c. Quarters for Laborers in Quartermaster Department

The quarters for the men employed in the Quartermaster Department would have almost most certainly been located in the same general area as the repair shops.¹⁹⁵ These structures would

190. "Statement of Public Buildings, October 20, 1865"; "Estimate of Buildings, June 26, 1865." See also Dielman's, City Point, and Illustrations 61 and 62.

191. "Estimate of Buildings, June 26, 1865."

192. Ibid.

193. Ibid.

194. Ibid.

195. In the inventories, the quarters are listed with the repair shops, Depot Field Hospital, and other buildings outside the interior lines of defense.



Illustration 38. City Point from south, 1864. MOLLUS Collection.

probably have been similar to those shown in Illustrations 47 and 48. The inventories included six 1-1/2 story barracks that measured 24 by 100 feet, a 30- by 62-foot one-story cook house, two 50- by 24-foot mess houses, a 20- by 30-foot one-story commissary, and a 24- by 60-foot hospital.¹⁹⁶ These buildings were all constructed by the government in 1864. The barracks would have cost \$1,500, the mess houses \$2,500, the commissary \$400, and the hospital \$1,500.¹⁹⁷

EE. [United States Military] Railroad

One key to the success of the Union Army at Petersburg lay in superior logistics. The Union logistical system brought what one visiting clergyman described as "extravagance, wagons, tents, artillery, ad libitum. Soldiers provided with everything, comforts of all sorts."¹⁹⁸ A soldier on the lines echoed this sentiment when he observed that "the Army fared better on the lines before Petersburg than at any other time in my experience."¹⁹⁹

This material for the men on the lines arrived at City Point by ship. Here it was transferred directly or indirectly to railroad cars. The railroad in turn, carried goods directly to the front lines.

The federal government recognized the importance of the railroad early on, and provided for government control of captured railroad lines as well as authority to order lines in the northern states to carry troops and supplies whenever necessary.²⁰⁰ Just three days after

196. "Estimate of Buildings, June 26, 1865"; "Statement of Public Buildings, October 20, 1865."

197. "Estimate of Buildings, June 26, 1865."

198. Henry C. Lay. Quoted from Butowsky, Appomattox Manor - City Point, p. 159.

199. Quoted in Butowsky, Appomattox Manor - City Point, p. 226.

200. Ibid, p. 121.

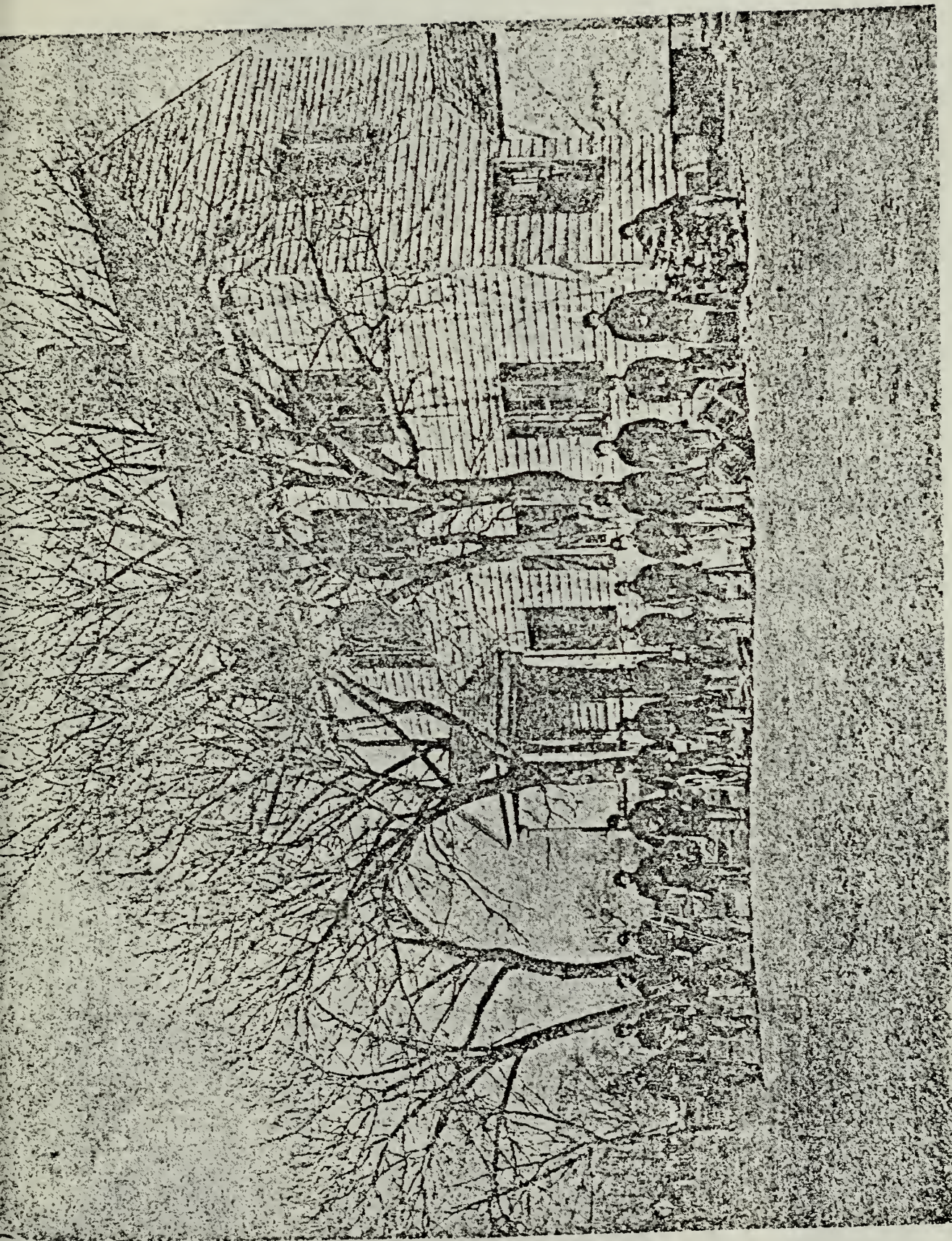


Illustration 39. 4th Infantry Band in front of Porter House, 1864-65. From Virginia
Landmark Commission.

General Grant reached City Point, the United States Military Railroad Construction Corps arrived to begin reconstruction of the old City Point and Petersburg line.²⁰¹ Although the tracks were in a state of disrepair, the line was rebuilt by July 2, 1864, and was fully operational for a distance of seven miles by July 7.²⁰²

1. Tracks

The United States Military Railroad entered City Point from the southwest, and followed the James River to the tip of the peninsula just below the main house at Appomattox Manor. Additionally, spurs ran to the Ordnance and Magazine Wharf, Bakery, and Depot Field Hospital.²⁰³

a. The trestles shown in Illustrations 61 and 62 may have been temporary as they are not shown on the 1865 railroad map. No further information regarding these trestles is available.

2. Military Railroad Headquarters, K-13; L-13

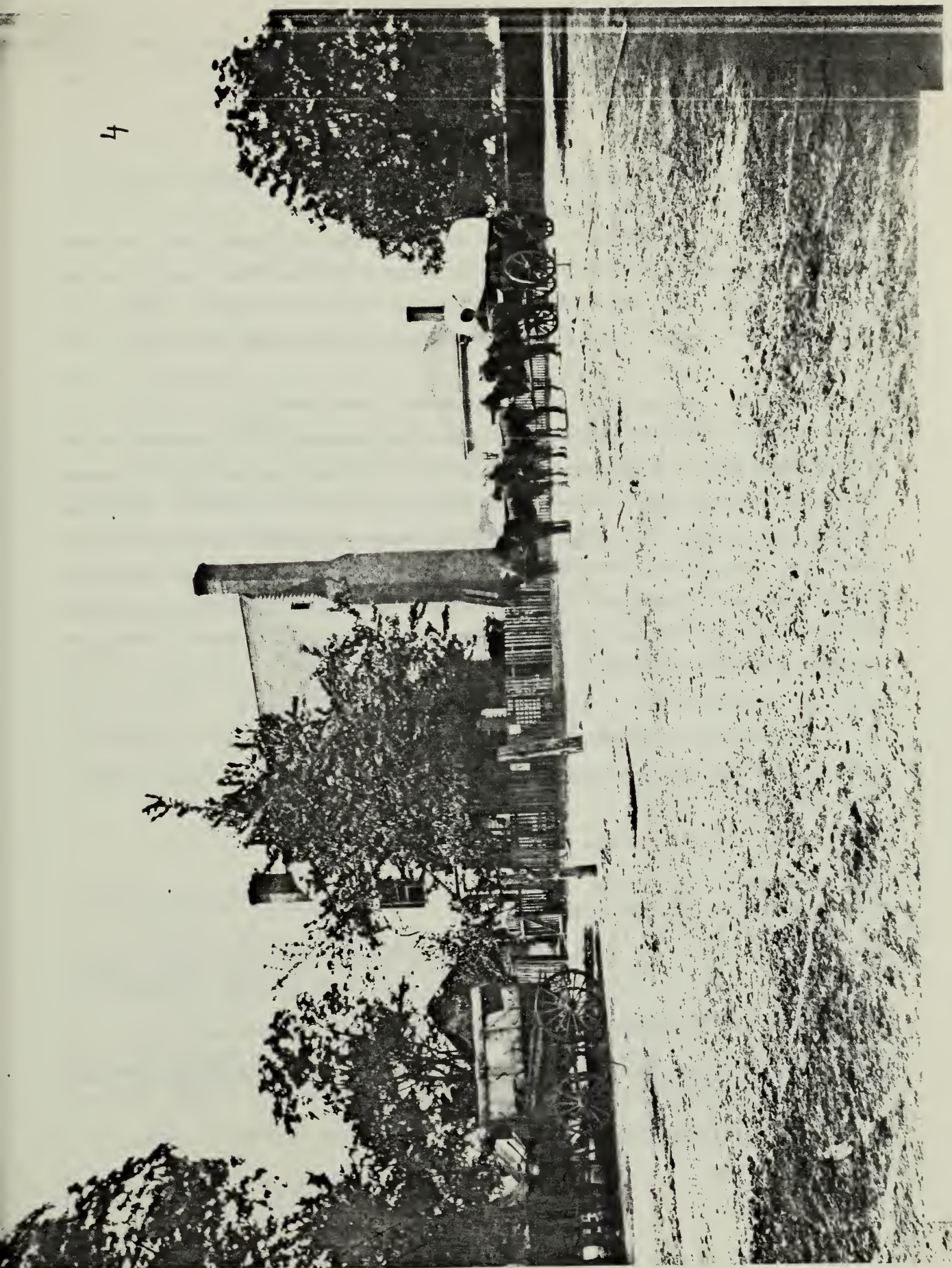
The Military Railroad Headquarters was located on the Railroad Wharf (Wharf 5). The headquarters consisted of five buildings--office, supply store, two carpenters' shops, and carpenters' tool house. All were of frame construction.²⁰⁴ The office and supply store measured 20 by 150 feet, and the carpenters' tool house was 20 by

201. O.R. III, V., pp. 69-75 in *Ibid*, pp. 303-10.

202. Butowsky, Appomattox Manor - City Point, p. 303.

203. "Military Railroad Map, City Point, 1865"; Appendix 4.

204. *Ibid*. Illustrations 44, 45, and 46 are thought to have been of the office and supply store. The curve of the track in the foreground, the tracks behind the building, and the roof of a building in the background all support this contention. However, several discrepancies exist. One track is missing and the ventilators on the roof are not the same in all three photographs. However, it is likely that these are a result of time sequence, and that the photographs are all of the same structures--the office and supply store.



4

Illustration 40. Proctor House, 1864-65. Notice the smokehouse on the left. National Archives, 165-6-525.

80 feet.²⁰⁵ The approximate measurements of the large carpenters shop was 20 by 40 feet and that of the smaller was 10 by 35 feet.²⁰⁶ The five buildings cost \$3,016.²⁰⁷

3. Construction and Maintenance Corps Structures, K-10, -11, -12; L-10, -11, -12

Transformation of the small village of City Point into the headquarters and supply depot for the Army besieging Petersburg proved to be a massive undertaking.²⁰⁸ Beginning on June 16, 1864, and continuing until March 31, 1865, carpenters employed by Bvt. Lt. Col. E. J. Strang in the repair depot at City Point were involved in the construction of some storehouses, stables, hospitals, and barracks for quartermaster and subsistence employees and laborers.²⁰⁹ However, most of the more than 275-odd buildings and wharves erected at City Point by the U.S. Government were constructed by U.S. Military Railroad Construction Corps.²¹⁰ Although not all were involved in construction of buildings, Col. Strang maintained a force of approximately 1,600 laborers, blacksmiths, and the like.²¹¹ The number of men employed in the United States Military Railroad Construction Corps at City Point averaged between 2,000 and 3,000.²¹²

205. "Report of Gov't Buildings and Wharves at City Point, Va., April 23, 1866," RG 92.

206. "Military Railroad Map, City Point, 1865."

207. "Estimate of Buildings, June 26, 1865." The costs were not broken down individually in the inventory.

208. See pp. 2-5. Also Risch, Quartermaster Support of the Army, pp. 435-36.

209. Risch, Quartermaster Support of the Army, p. 436.

210. Ibid; "Military Railroad Map, City Point, June 26, 1865"; various inventories of government buildings.

211. Risch, Quartermaster Support of the Army, pp. 435-36.

212. Ibid, p. 435.

a. Construction Gang Houses, K-10, -11; L-10, -11

Trackmen working on the railroad were quartered on Hospital Hill.²¹³ (See pp. 54-56). Northwest across the railroad tracks from Hospital Hill were the "Gang Houses - Construction Corps."²¹⁴ These were, in all probability, quarters for at least some members of the Military Railroad Construction Corps. As indicated on the map and in contemporary photographs, there were eight 1-1/2-story frame structures built by the railroad construction corps.²¹⁵ A most probable date of construction would have been late fall 1864. Cost of these buildings which measured approximately twenty-five by seventy feet, was \$12,216.²¹⁶

The evidence regarding the identity of the men quartered in the buildings is based upon the use of the term "Gang House - Construction Corps," and the relationship of the reference to the buildings in the inventory to two other buildings in the area.²¹⁷ However, the words "in all probability" in regards to identity were used advisedly. In the same document "Quarters for laborers in the Quartermasters Department" are mentioned. The buildings described here are six 1-1/2-story frame buildings measuring 100 by 24 feet, one 60- by 24-foot building, and two 50- by 54-foot structures, and one smaller structure.²¹⁸ However, the number of equally sized buildings does not correspond with evidence in the map and contemporary photographs. As a result, these buildings are discussed elsewhere (see pp. 80-82).

213. "Estimate of Buildings, June 26, 1865."

214. "Military Railroad Map, City Point, 1865."

215. Ibid; Illustrations 47 and 48; Dielman's, City Point.

216. "Military Railroad Map, City Point, 1865"; "Estimate of Buildings, June 26, 1865." The building on the east obviously was slightly larger.

217. Ibid.

218. "Estimate of Buildings, June 26, 1865."

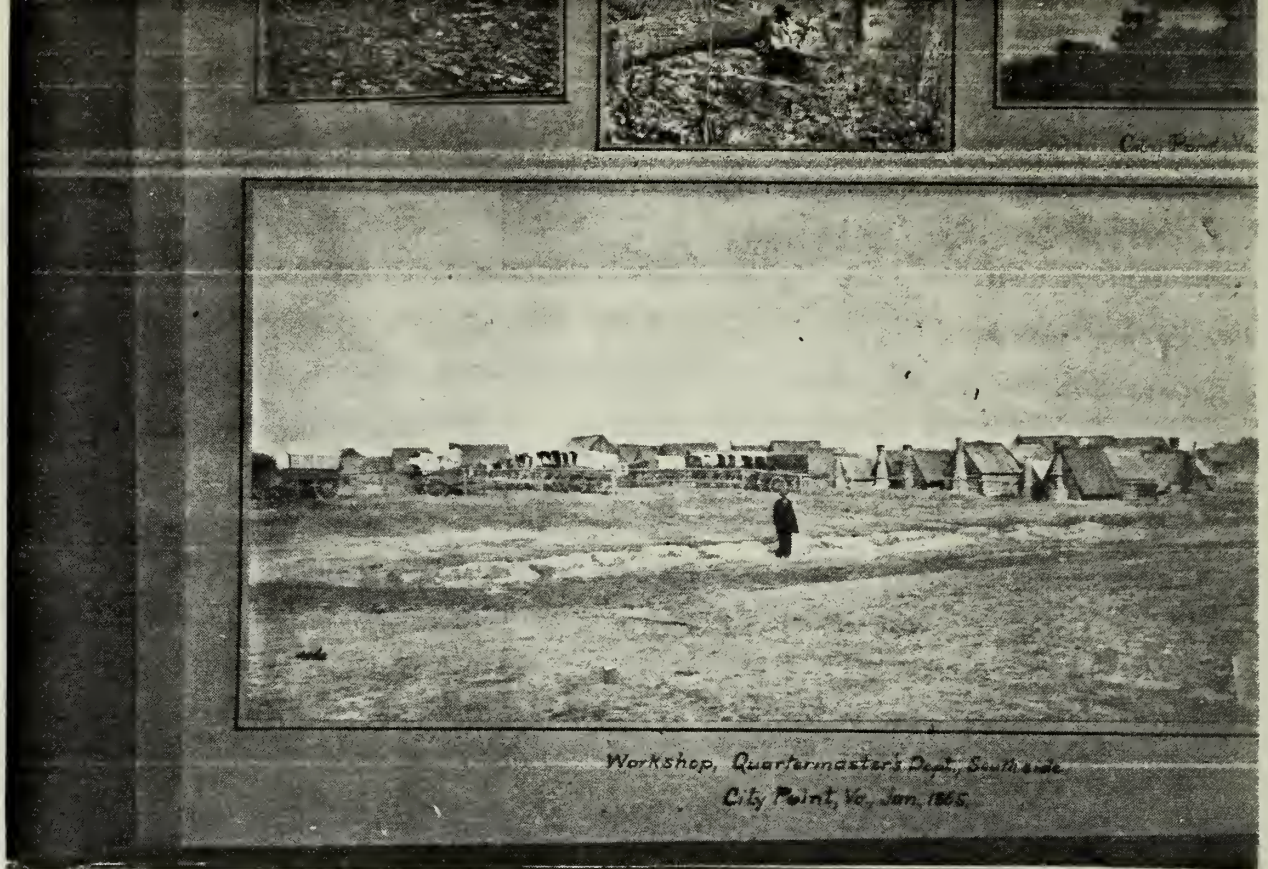


Illustration 41. Quartermaster Department workshops, south side. January 1865. MOLLUS 5934.



Illustration 42. Quartermaster Department of workshops, west side. January 1865. MOLLUS 5935.

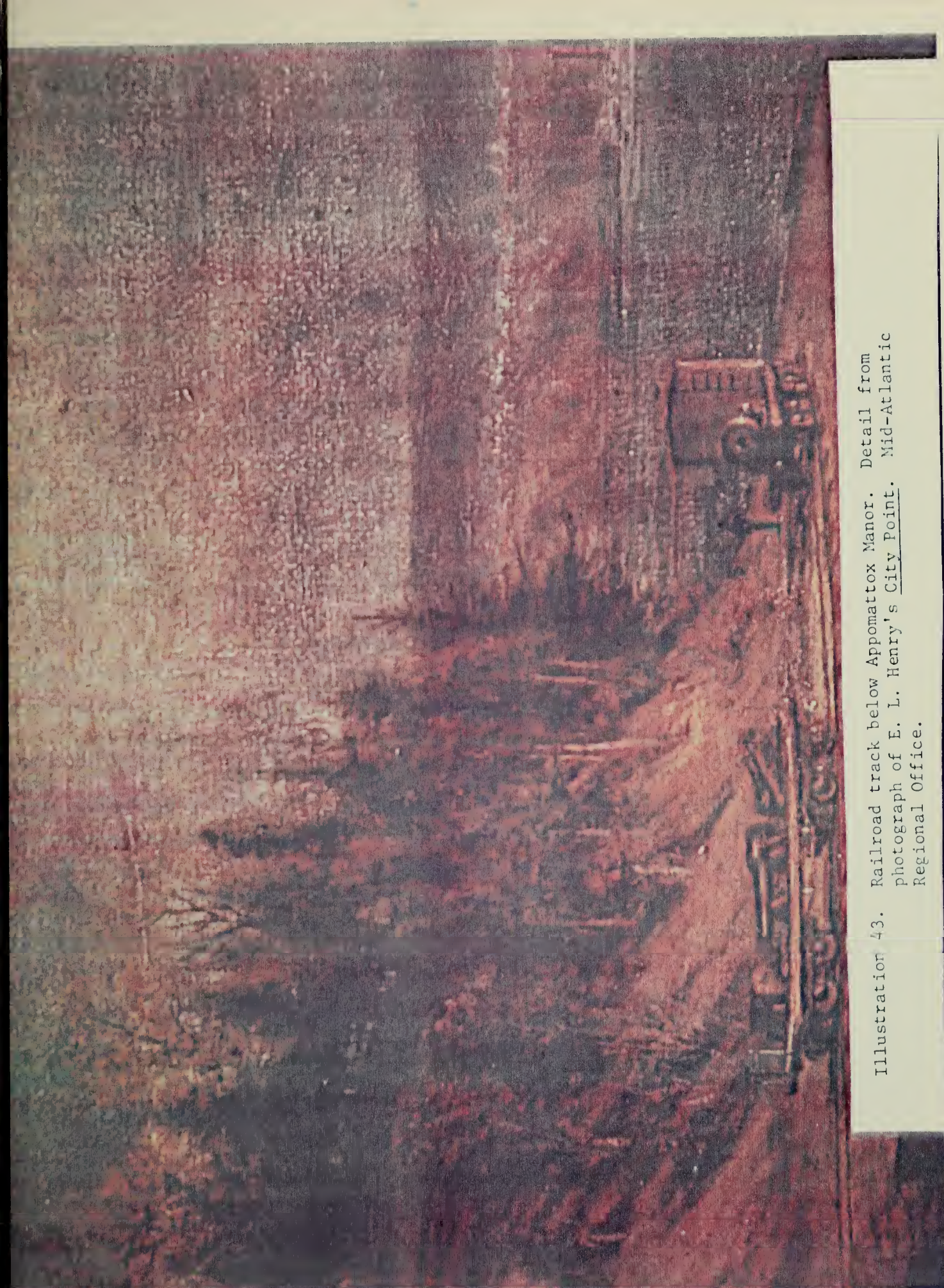


Illustration 43. Railroad track below Appomattox Manor. Detail from
photograph of E. L. Henry's City Point. Mid-Atlantic
Regional Office.

b. Superintendent's House, K-12; L-12

The Superintendent's House, shown standing east of the construction gang houses, was a 1-1/2-story frame building constructed in 1864-65.²¹⁹ The twenty-four by twenty-four-foot building was valued at \$720.²²⁰ The building was probably occupied by C. L. McAlpine, Engineer of Construction and Repairs of the United States Military Railroad at City Point.²²¹

c. Railroad Commissary Warehouse, K-12

The Commissary Warehouse, which presumably served members of the U.S. Military Railroad Construction Corps, was located just east of the "construction gang houses."²²² Built in 1864-65 at a cost of \$450, the building was twenty feet wide by forty feet long.²²³

d. Cabin, K-12

A small log cabin stood west of the warehouse. All that is known of this building is that it was built in 1864-65.²²⁴

e. Quarters - Trackmen, H-12; I-12

Quarters for men who laid and maintained the railroad track were located on just south of the railroad hospital. The "quarters," which were all built in 1864-65, included a large (approximately 20 by 110 feet) building which was probably a barracks, two mess houses measuring 15 by 50 and 15 by 40 feet, and a smaller

219. "Military Railroad Map, City Point, 1865"; and Illustration 48.

220. "Estimate of Buildings, June 25, 1865."

221. Butowsky, Appomattox Manor - City Point, Appendix VIII.

222. "Military Railroad Map, City Point, 1865."

223. "Estimate of Buildings, June 26, 1865."

224. "Military Railroad Map, City Point, 1865" and Illustration 48.

unidentified building.²²⁵ The quarters were valued at \$2,473.²²⁶ It is believed that this figure included all buildings.

4. Railroad Maintenance and Support Facilities

The following buildings served as service facilities for the United States Military Railroad in City Point. All were built in 1864-65 by the railroad construction corps.²²⁷ The inventories of buildings taken in 1865 valued the "Engine House, Repair Shop, and buildings connected" at \$5,600.²²⁸ However, there is no breakdown of individual cost, nor is it known whether all structures listed here were included in the aggregate cost.

a. Engine House, J-12; K-12

Three separate tracks entered the engine house which could accommodate from three to six engines. The building was of frame construction and measured 50 by 150 feet.²²⁹

b. Machine Shop, K-11, -12

A machine shop was attached to the northwestern corner of the engine house. The building was of frame construction and measured approximately thirty-five by fifty feet. The small shed shown attached to the shop shown in Illustration 50 was approximately twenty-five feet square.²³⁰

c. Turntable, K-11, -12

The engine turntable was built on a fill on the western edge of the engine house. The engine was moved on the

225. "Military Railroad Map, City Point, 1865." All dimensions are approximate.

226. "Estimate of Buildings, June 26, 1865."

227. Ibid.; and "Military Railroad Map, City Point, 1865."

228. "Estimate of Buildings, June 26, 1865,"

229. "Report of Gov't Buildings and Wharves, April 23, 1866." The dimensions are approximately 50 by 130 feet on the 1865 railroad map.

230. "Military Railroad Map, City Point, 1865." See Illustration 50.

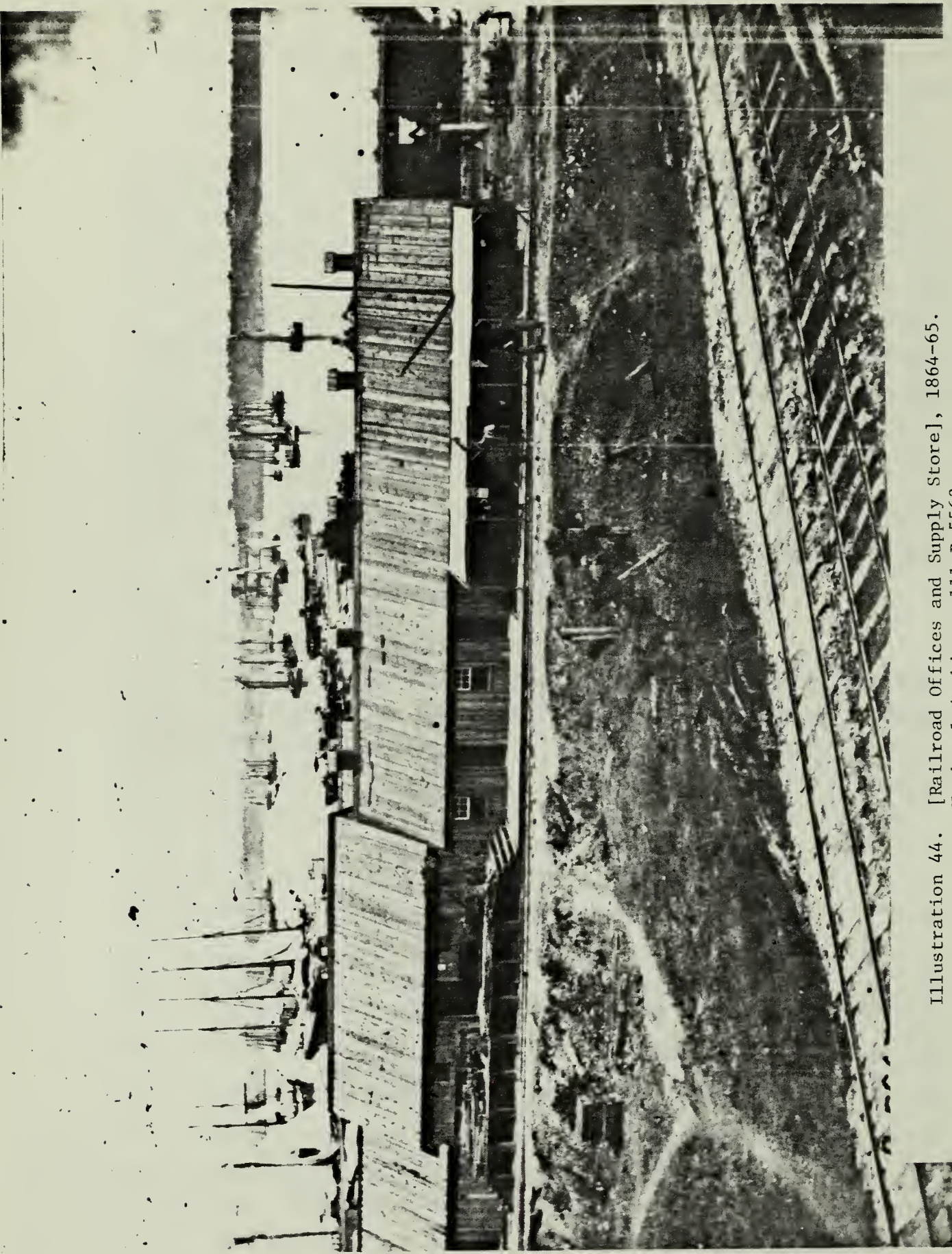


Illustration 44. [Railroad Offices and Supply Store], 1864-65.
National Archives, 111-B-5563.



Illustration 45. [Railroad Office and Supply Store], from west.
MOLLUS 2859.



Illustration 46. [Railroad Office and Supply Store], from southwest.
E. P. Alexander, Civil War Railroads and Models, pp. 224-25.



Illustration 47. Construction Gang Houses, 1864-65. From Alexander, Civil War Railroads and Models, p. 223.

turntable, then turned manually by men walking on the outside platform. According to the "Military Railroad Map, City Point, 1865," the turntable was approximately fifty feet in diameter.

d. Car Repair Shop, J-II

The Car Repair Shop was a frame building standing on one track that led to the turntable. The building measured approximately thirty by fifty feet.²³¹

e. Water Tanks, J-I2; J-I3

Two water tanks stood by the railroad track at the southeastern corner of the engine house. These wooden tanks were measured twelve feet in diameter, were eight feet deep, and stood on a wooden frame.²³² Another "engine house supply and tank" stood east of the engine house along the railroad spur leading to the ordnance wharf.²³³

f. Fuel Platform, K-I2; L-I2

A fuel platform stood along the tracks just below the construction gang barracks. The 15- by 150-foot structure was constructed of wood.²³⁴

5. Miscellaneous Railroad Structures, J-I2, -I3; K-I2

A number of structures, all obviously related to the railroad stood in the general vicinity of the engine house. One (28) stood just southwest of the water tanks, another along the ordnance wharf spur (20), and at least seven were located at the junctions of

231. "Military Railroad Map, City Point, 1865."

232. "Military Railroad Map, City Point, 1865"; Butowsky, Appomattox Manor - City Point, p. 201.

233. "Military Railroad Map, City Point, 1865."

234. Ibid.

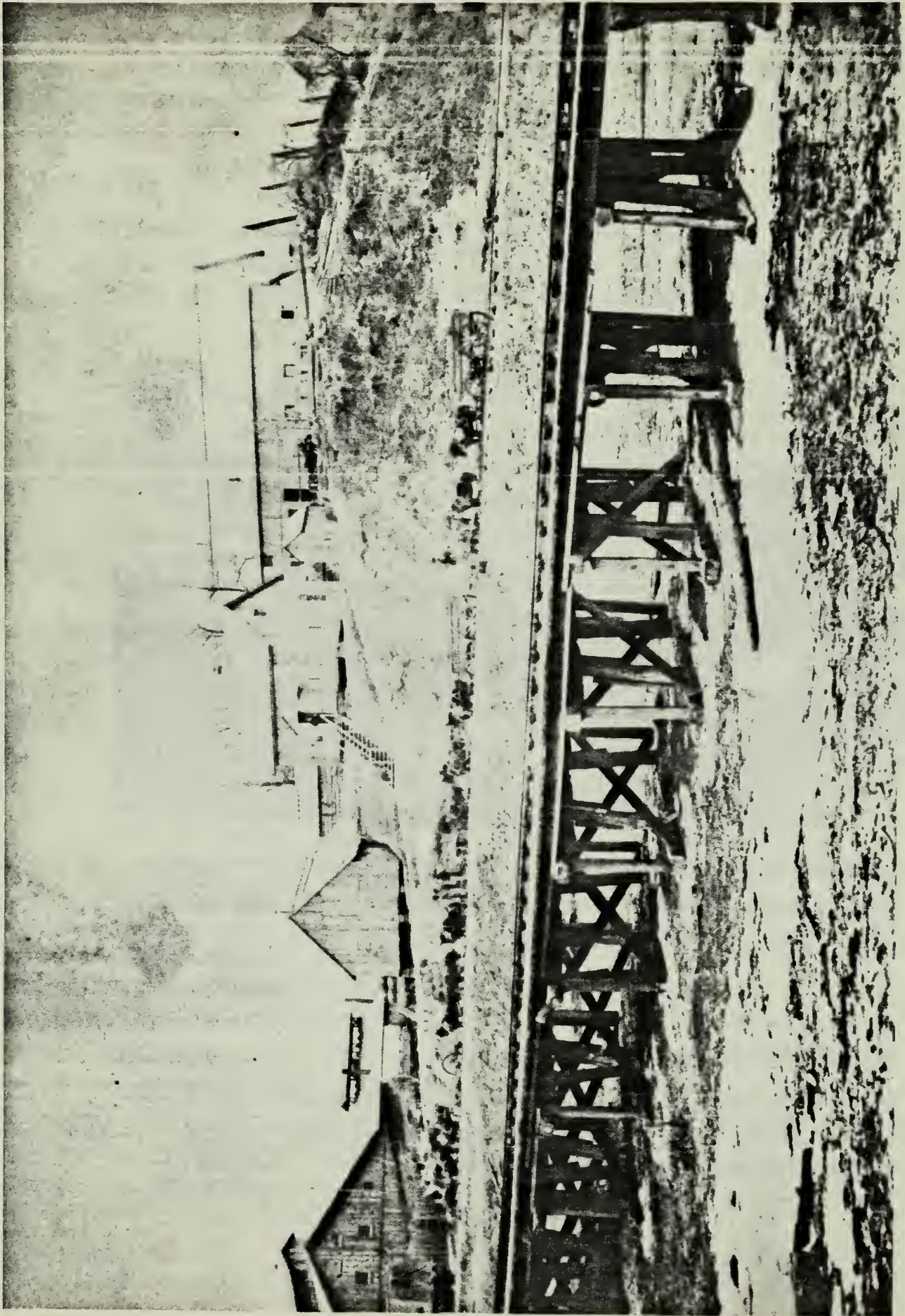


Illustration 48. Construction Gang Houses, looking west across railroad trestles. MOLLUS No. 1418.

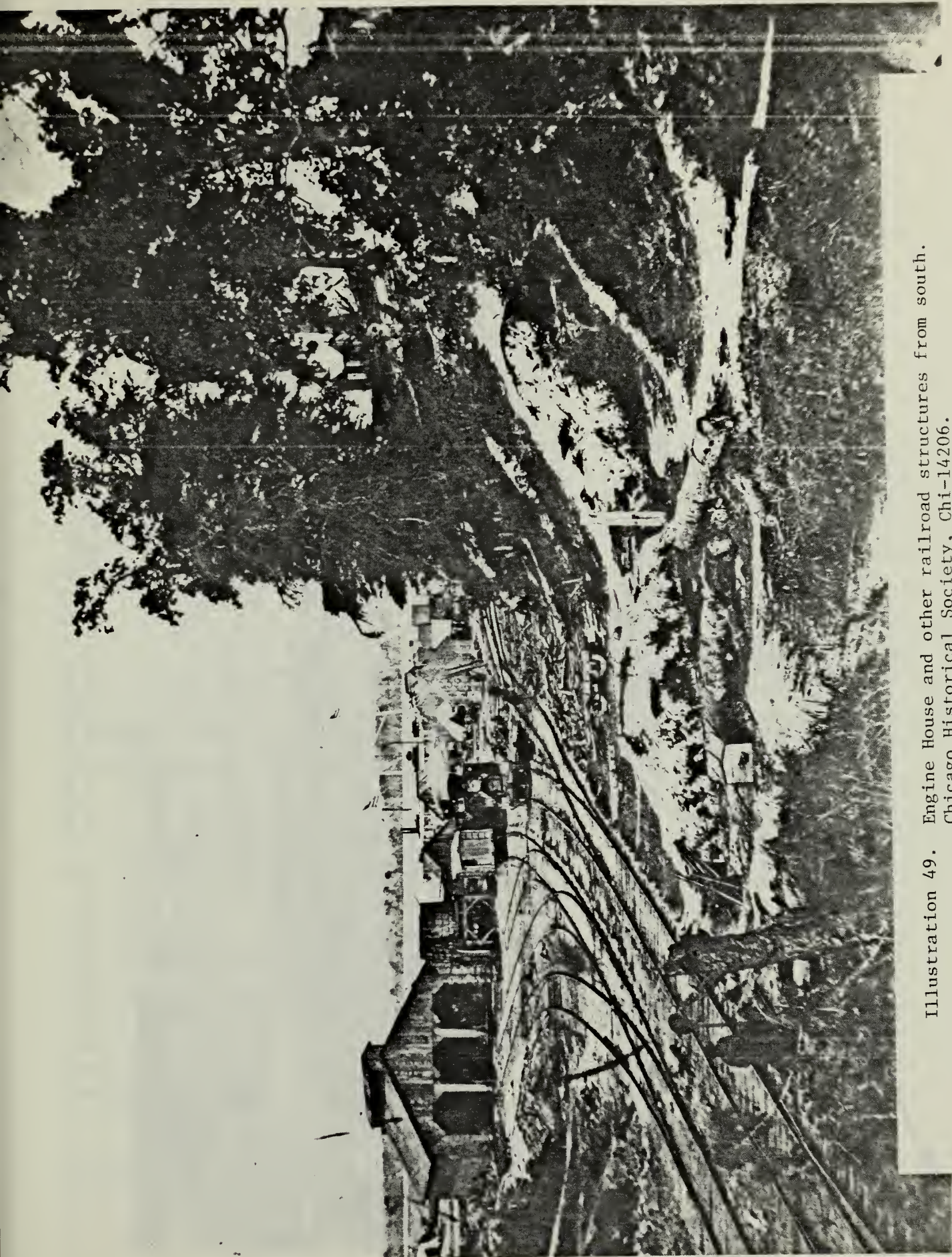


Illustration 49. Engine House and other railroad structures from south.
Chicago Historical Society, Chi-14206.

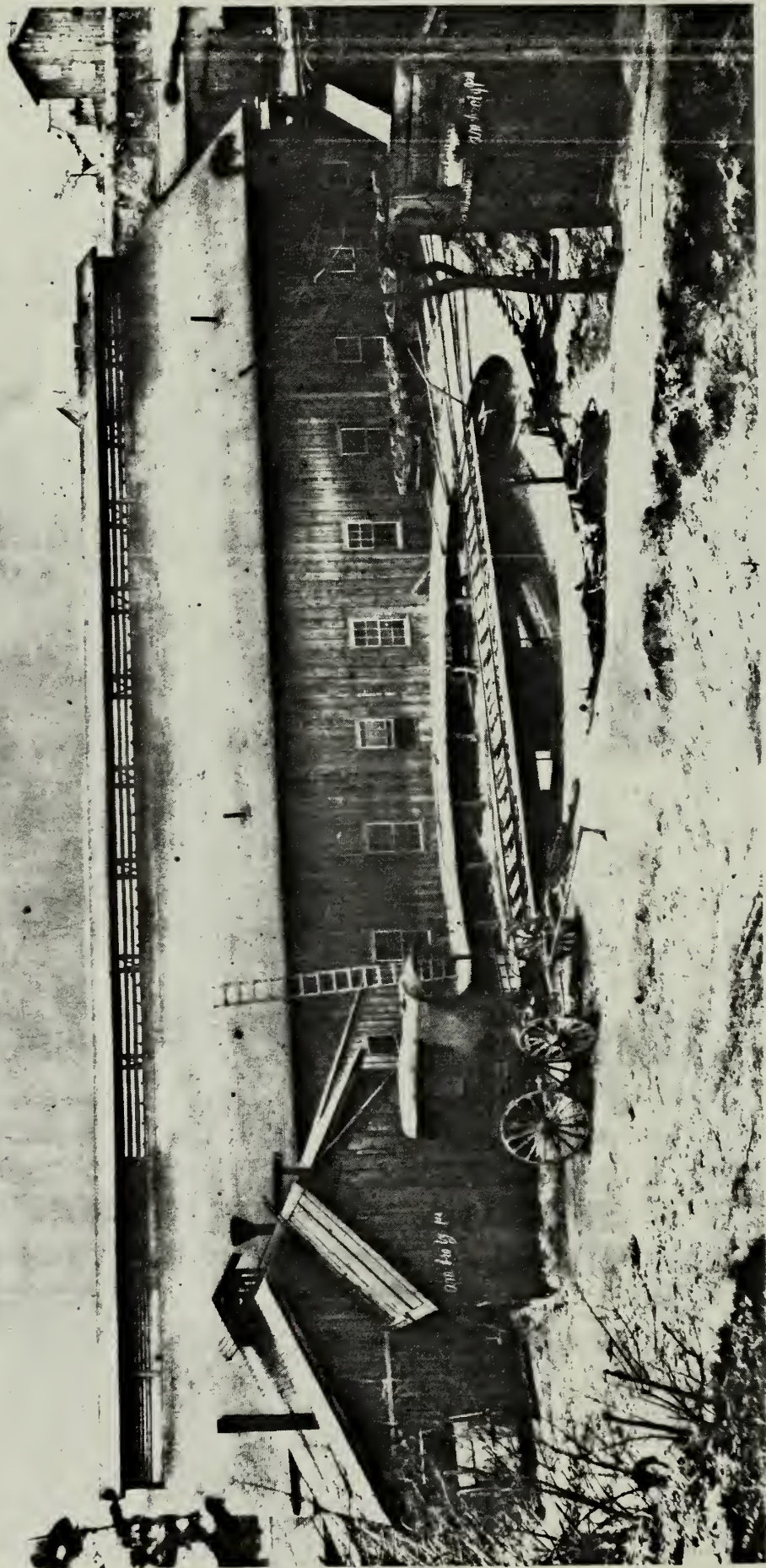


Illustration 50. Engine House, Turntable, and Machine Shop, from west.
National Archives, 111-B-3426.

tracks east of the engine house.²³⁵ All that is known of these structures is that they were all frame, and were constructed in 1864-65.²³⁶

FF. Scouts' Quarters, L-9

The scouts, commanded by Col. [Alexander] Sharpe, were quartered in a small building located just east of the photograph department headquarters (Section X).²³⁷ All that is known of their quarters is that it was a frame building constructed by the Railroad Construction Corps at a cost of \$690.²³⁸

GG. Stables

1. P-5, -6, -7; Q-5, -6, -7

The largest stable area inside the interior defensive lines stood on the south side of present-day Pecan Avenue. Two frame, one-story stables measuring twenty-five by seventy-five feet each stood at the edge of a large fenced-in enclosure.²³⁹ Both buildings and probably the fence as well, were built by the government in 1864-65.

2. S-8

A second stable of approximately the same size as the ones above stood on the southeastern corner of Appomattox Manor. This frame building, which was built in 1864-65, may have been used to house animals belonging to General Grant and his staff.²⁴⁰

235. Ibid; Illustrations 53 and 54.

236. Ibid.

237. "Military Railroad Map, City Point, 1865."

238. "Estimate of Buildings, June 26, 1865."

239. "Statement of Public Buildings, April 23, 1866"; "Military Railroad Map, City Point, 1865"; Dielman's, City Point. Illustration 55 is purported to be a stable at City Point, However, the configuration of the buildings makes it impossible to identify the location.

240. "Military Railroad Map, City Point, 1865." A two-story frame residence stands on the site of this stable today.

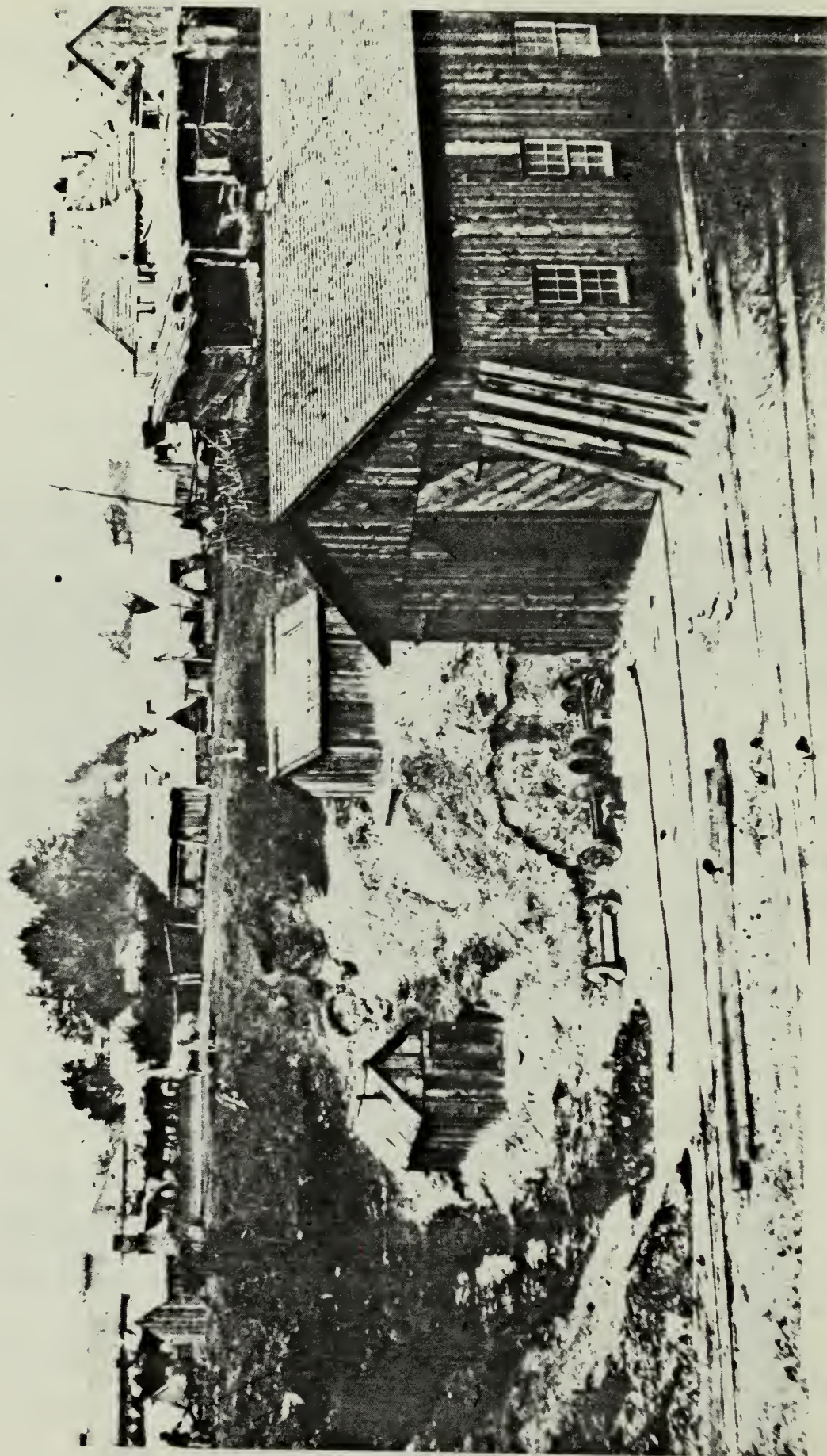


Illustration 51. Car Repair Shop, from east. National Archives,
111-B-5378.

HH. Steps

1. Appomattox Manor, U-4, -5, -6

Three sets of steps are shown leading down the bluff from Appomattox Manor to the river. The first two sets (U-4, -5) shown in the background are those indicated on the "Appomattox Manor and Surrounding Lands, 1856."

Sketches of Grant's headquarters area in 1864-65 show steps to the river located further to the east than those on the 1856 survey of Dr. Richard Eppes' land (U-6).²⁴¹ In his book, Campaigning with Grant, Horace Porter indicated a "wooden staircase was built reaching from headquarters to the steamboat landing at the foot of the bluff," suggesting that the 1856 steps were not usable in 1864-65.²⁴²

2. P-10; Q-11

Steps from Quartermaster Department offices and Provost Marshal's office to the Plank Road are shown on "Military Railroad Map, City Point, 1865" and Dielman's City Point.

3. N-11

Steps from miscellaneous Building 41 to the flats along the James River were shown on "Military Railroad Map, City Point, 1865."

4. K-12; L-12

Steps from Superintendent's House to the fuel platform are seen in "Military Railroad Map, City Point, 1865" and Illustration 48.

5. J-12

The first of three steps leading from Hospital Hill to the southwest was located on the northwest corner of the hill. These are shown in Illustration 52.

241. See Illustrations 18 and 25.

242. Horace Porter, Campaigning with Grant (New York: Century Co. 1897), p. 212.

6. 1-12

Two rough sets of steps ran down the west side of Hospital Hill to railroad tracks as shown in Illustration 31.

II. Storehouses/Warehouses

1. Captain Benedict's Commissary Department Warehouse,
F-5; G-5, -6

Located on a railroad spur just west of the bakery were two warehouses probably used for storing supplies for the bakery. Both buildings were frame structures built in 1864-65.²⁴³ The largest was 100 feet long by 50 feet wide. The smaller one seventy-five by thirty-six feet.²⁴⁴ The larger structure was valued at \$2,800, the smaller one at \$1,875.²⁴⁵

2. Distribution Barracks,²⁴⁶ K-7, -8; L-7, -8

The Distribution Barracks shown on the map were not, as the name may imply, quarters. The buildings shown in Illustration 58 exhibit none of the amenities associated with quarters (fireplaces, privys, etc.). Rather, this one-story board and batten building would have likely been a distribution center for clothing, mess gear, and other personal articles.

Built in 1864-65, the east side measured 40 by 150 feet, while the wings measured 30 by 105 feet each.²⁴⁷ All three wings were valued at \$14,250.²⁴⁸

243. "Military Railroad Map, City Point, 1865." See also Illustration 57.

244. "Estimate of Buildings, June 26, 1865."

245. Ibid.

246. The term "Distribution Barracks" was not widely used until some later date. However, it appeared both on the "Military Railroad Map, City Point, 1865" and the various inventories of buildings.

247. "Estimate of Buildings, June 26, 1865."

248. Ibid.

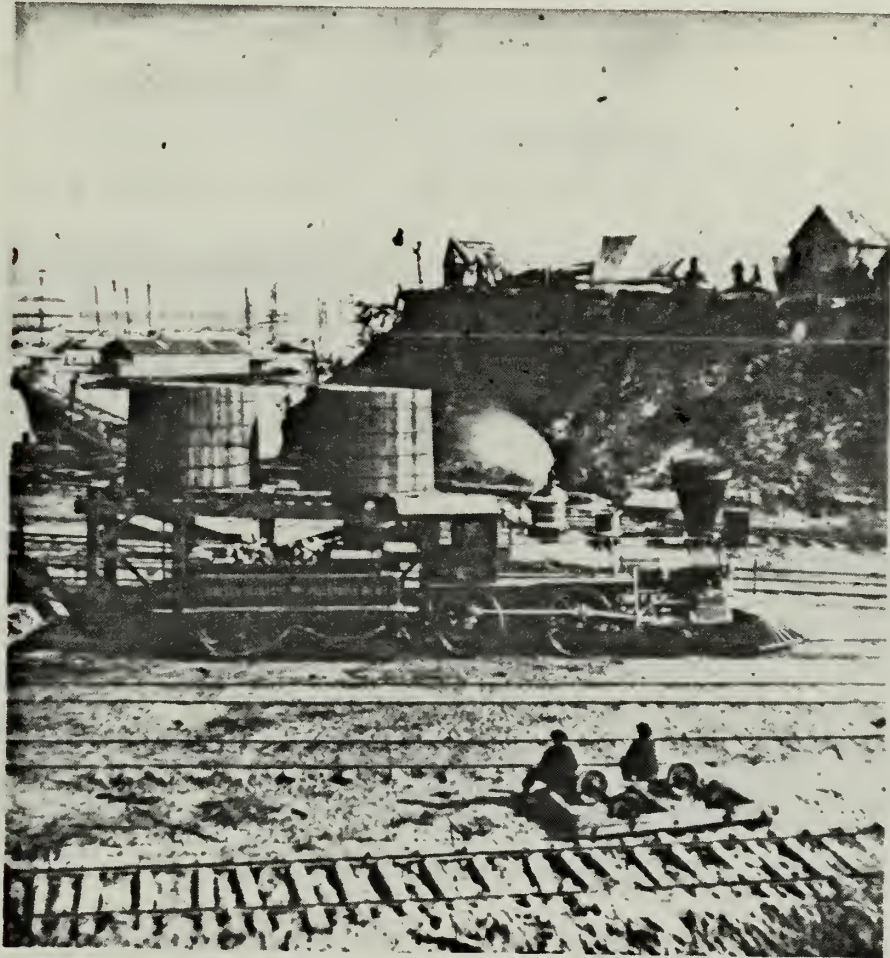


Illustration 52. Water Tanks. MOLLUS 5670.



Illustration 53. Miscellaneous Railroad Structures, 1864-65.
MOLLUS No. 770.

3. Quartermaster Storehouse, T-8

Located on Wharf 1 (Captain Strang's wharf), this storehouse was probably used for storing equipment for the Quartermaster Department's Repair Shops.²⁴⁹ The one-story, frame building was built in 1864-65 and measured fifty by seventy-five feet.²⁵⁰ In June 1865 the building was valued at \$2,100.²⁵¹

4. Quartermaster Storehouses, Wharf 2

The storehouse on Wharfs 2, 3, and 4 are shown as a single very long building on the "Military Railroad Map, City Point, 1865" and in contemporary sketches.²⁵² What appeared to be one long storehouse, however, was actually five interconnected storehouses.

a. Quartermaster Storehouse, Wharf 2
(Commissary Wharf), T-8, -9

The northern most storehouse on the commissary wharf is pictured as two buildings in Dielman's sketch of City Point. What probably confused Dielman was what may have been a double gable roof on the building. There is no doubt that this storehouse was a single building measuring seventy by eighty feet. In 1865 this one-story frame structure was valued at \$2,800.²⁵³

b. Quartermaster Department Storehouse, S-9, -10; T-9

A second storehouse on the commissary wharf was a one-story frame structure measuring 40 by 273 feet. In 1865 this building was valued at \$5,900.²⁵⁴

249. See Illustration 59; also Dielman's City Point.

250. "Estimate of Buildings, June 26, 1856"; "Statement of Public Buildings, October 20, 1865."

251. "Estimate of Buildings, June 26, 1856."

252. Dielman's City Point; also Illustration 60.

253. Dielman's City Point; "Estimate of Buildings, June 26, 1865"; "Statement of Public Buildings, October 20, 1865."

254. "Statement of Public Buildings, October 20, 1865"; "Estimate of Buildings, June 26, 1865."



Illustration 54. Miscellaneous Railroad Structures,
1864-65. Library of Congress, 56530
RS 25-2-29438.

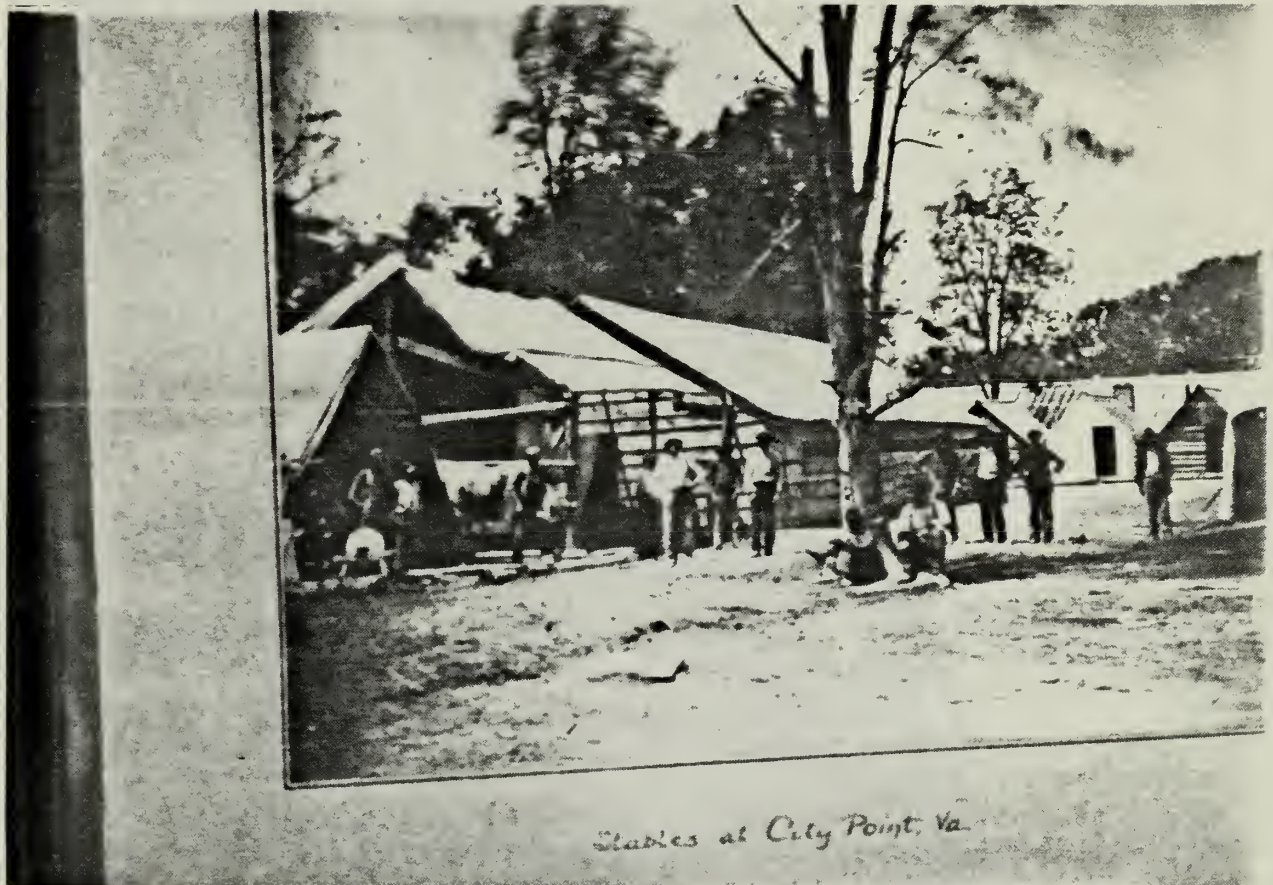


Illustration 55. Stable area at City Point. Location unknown.
MOLLUS 1932.

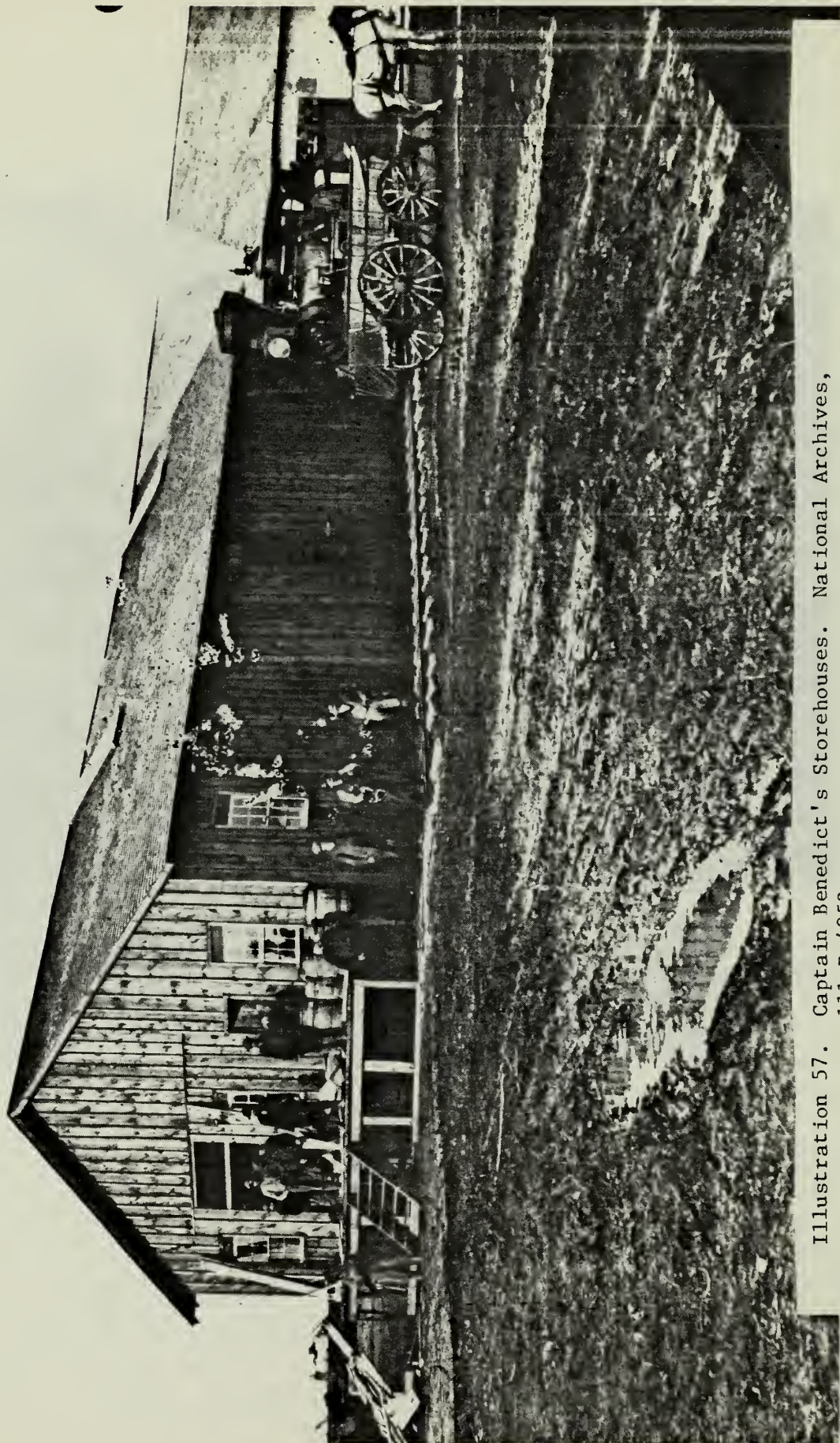


Illustration 57. Captain Benedict's Storehouses. National Archives, 111-B-4852.

c. Quartermaster Department Storehouse, R-10; S-10

Connected to the above was a second commissary storehouse measuring 50 by 200 feet. The one-story frame structure was valued at \$5,600.²⁵⁵

5. Quartermaster Storehouse, Wharf 3, (Mail Wharf),
Q-II; R-10, -11

A smaller storehouse bridged those on the commissary and forage wharves. The quartermaster storehouse on the wharf that served as the mail boat landing was a one-story, frame building, measuring 50 by 140 feet. In 1865 the building was valued at \$3,920.²⁵⁶

6. Quartermaster Storehouse, Wharf 4, (Forage Wharf),
P-II; Q-II

The large one-story frame warehouse on Wharf 4 was, presumably, the grain storehouse, the largest of storehouses at City Point. The grain warehouse measured 50 by 320 feet and was valued at \$8,960.²⁵⁷

7. Storehouses, Wharf 5, (Captain Camp's Wharf),
M-13; N-12, -13

Two one-story frame storehouses stood on Wharf 5.²⁵⁸ Furthest to the north (Illustrations 61 and 62) was a clothing storehouse that measured 50 by 200 feet.²⁵⁹ The second, (Illustrations 61 and 62) constructed in 1864-65, was listed only as a "Q. M. Warehouse" and measured 50 by 150 feet.²⁶⁰ The first was valued at \$5,600, and the second at \$4,200.²⁶¹

255. Ibid.

256. Ibid.

257. Ibid.

258. "Military Railroad Map, City Point, 1865" and "Statement of Public Buildings, October 20, 1865."

259. "Estimate of Building, June 26, 1865."

260. Ibid.

261. Ibid.

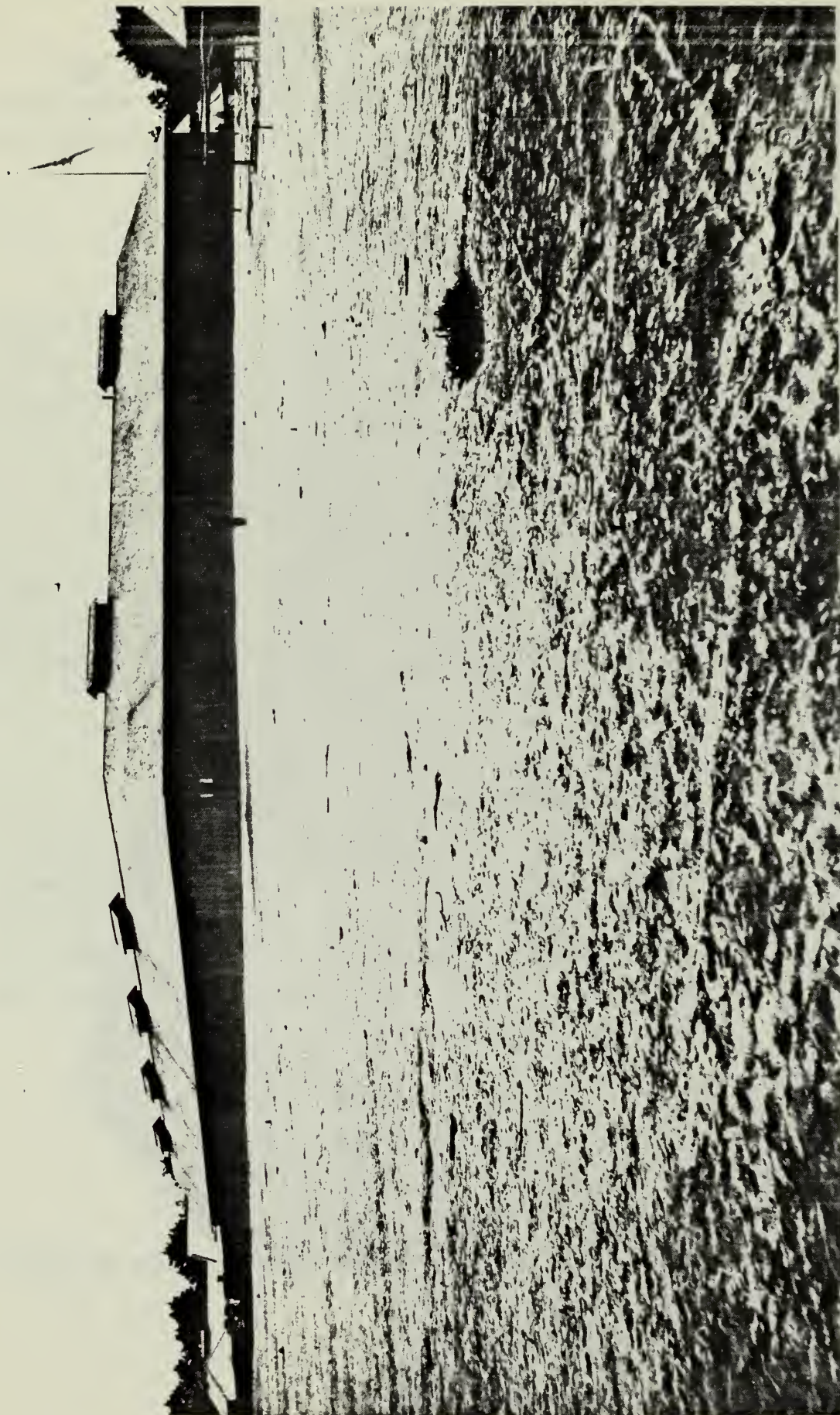


Illustration 58. Distribution Barracks, from southwest, 1864-65.
National Archives, 165-C-521.

8. Magazine and Ordnance Storehouse, Wharf 7,
I-15, -16; J-13

On August 9, 1864, an explosion at the ordnance wharf that stood just below General Grant's headquarters, killed one of the General's orderlies and wounded four others, including his aide-de-camp, Lt. Col. Orville E. Babcock. Originally thought to have been caused by the careless handling of ammunition, it was later learned that the explosion had been the work of a Confederate saboteur.²⁶²

In an effort to prevent the loss of life and extensive damage from any future occurrence, the ordnance wharf was moved. The new ordnance wharf, shown on the map, stood on the end of a long pier thrust some 400 feet into the James River.²⁶³ The new ordnance wharf was a one-story frame building that measured 28 by 218 feet, and cost \$4,488.²⁶⁴

JJ. Streets/Roadways

With the exception of the platform road, it is not known what streets and/or roadways were constructed or altered by the Army in 1864-65. A comparison of the 1856 survey of Appomattox Manor and a 1865 railroad map of City Point does indicate that the roads/streets shown on the base map were generally those that existed earlier. Moreover, a comparison with Map II indicates that these roads generally conform to the modern-day street alignment in Hopewell.

KK. Sutlers' Stores, Q-8, -9; R-8, -9

The sutler was a familiar and important figure in the Civil War. Because they offered goods that were not available to the soldiers

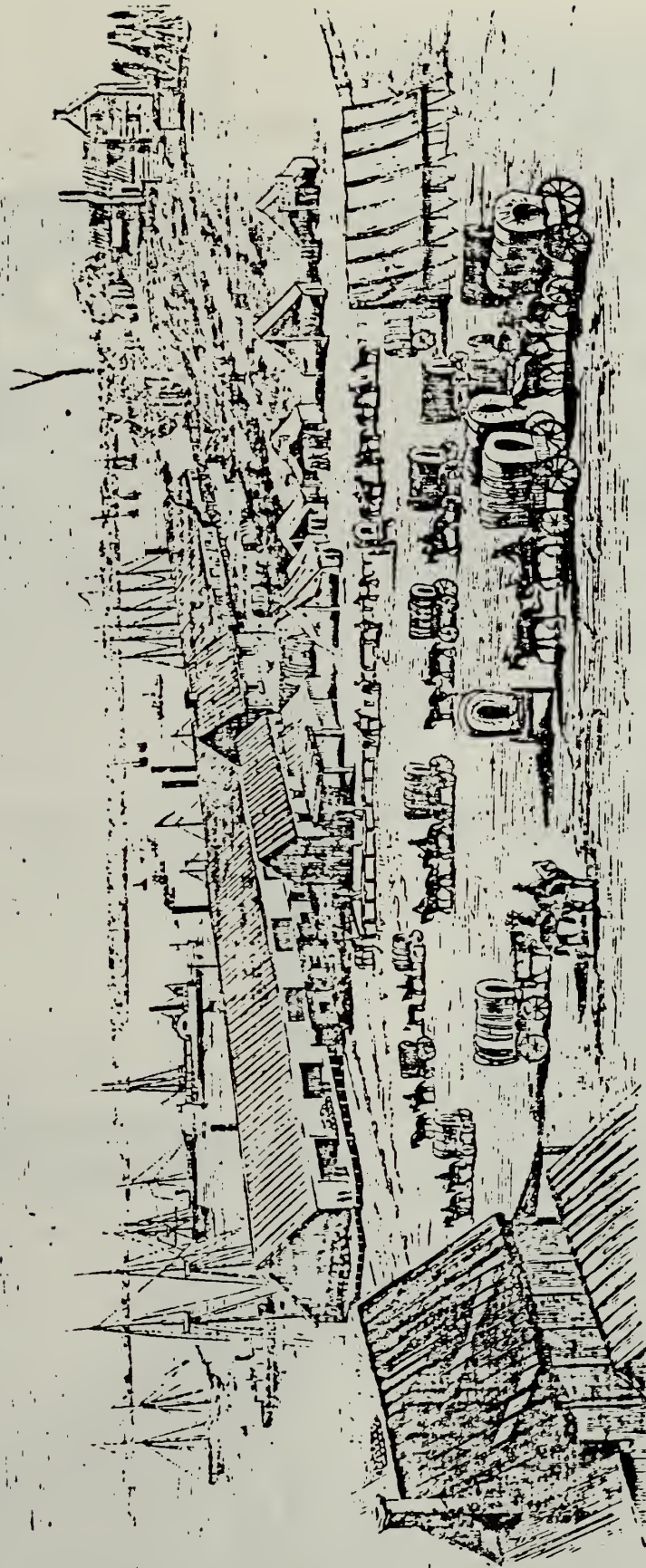
262. Butowsky, Appomattox Manor - City Point, pp. 168-70. General Grant did not learn about the agent until seven years later.

263. "Military Railroad Map, City Point, 1865."

264. Ibid; "Statement of Public Buildings, October 20, 1865"; "Estimate of Buildings, June 26, 1865."



Illustration 59. Quartermaster Storehouse on Wharf 1. Detail from photograph of E. L. Henry's City Point.



VIEW OF CITY POINT, VA., TERMINATION OF THE ARMY LINE RAILROAD.—SKETCHED BY HENRY BEAUFORT.

Illustration 60. View of City Point, Termination of the Army Line Railroad. From Frank Leslie's Illustrated Weekly, Vol. XIX, January 7, 1864, p. 244.

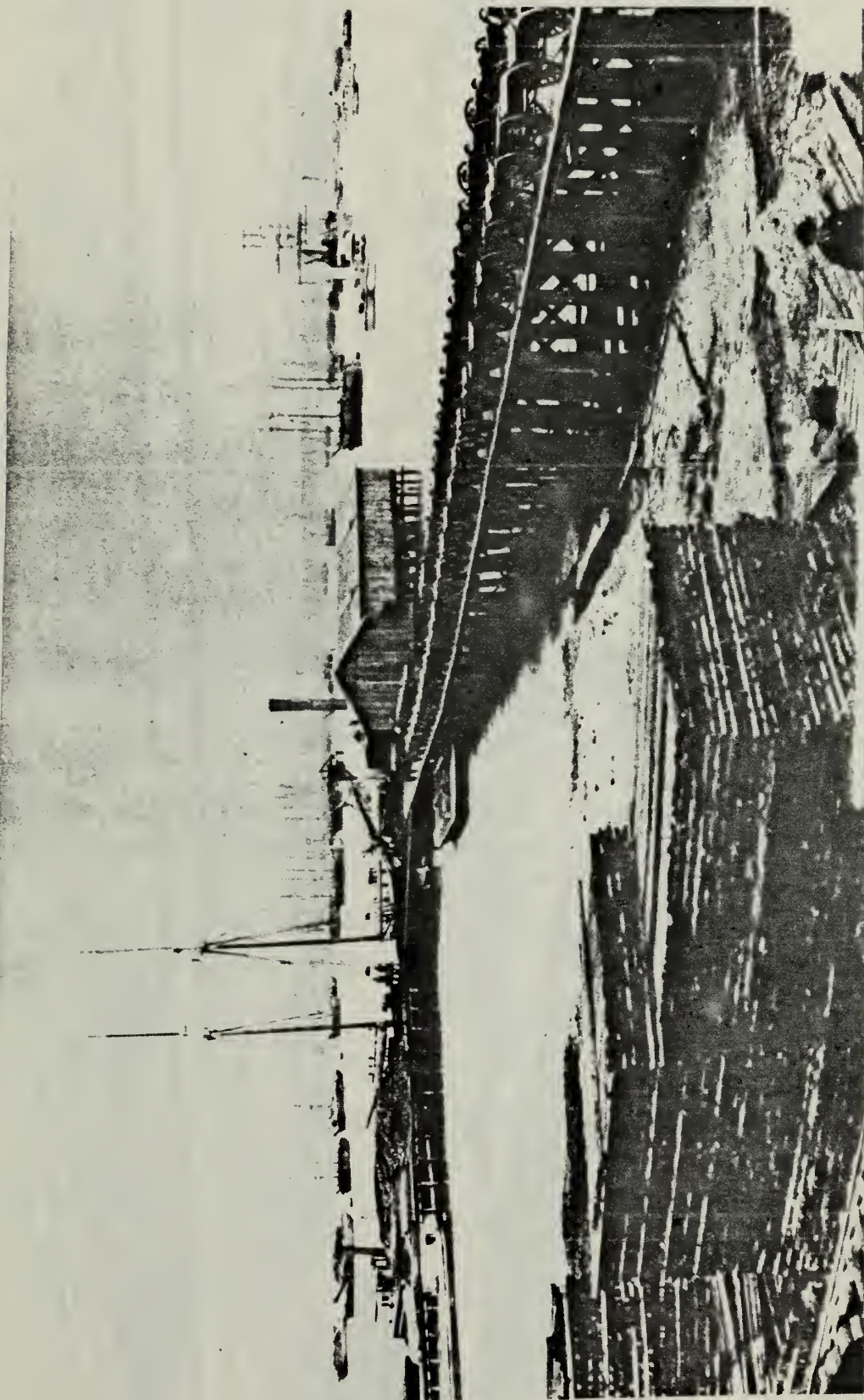


Illustration 61. Storehouse and Office on Wharf 5. MOLLUS 2992.

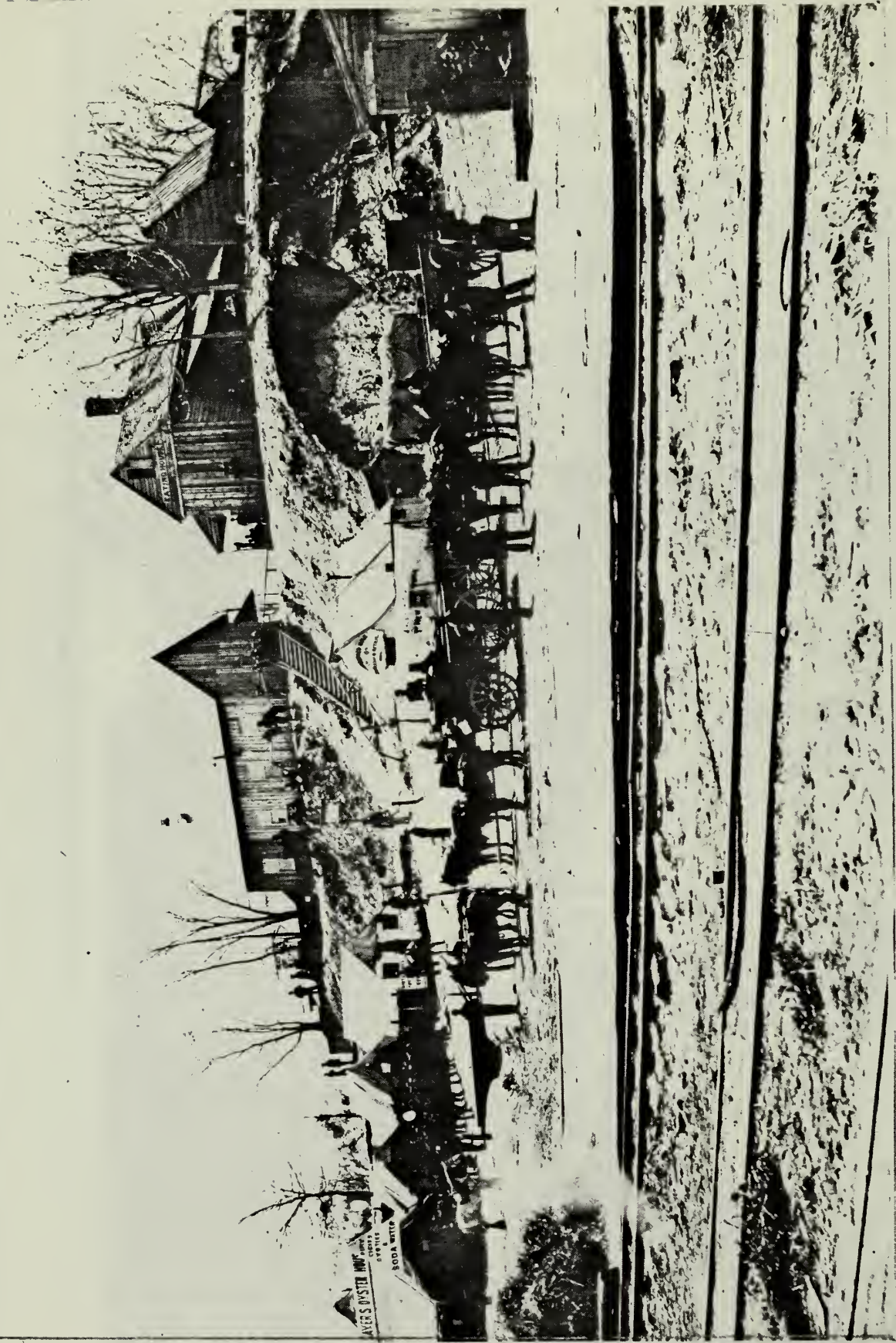


Illustration 62. Storehouses and Office on Wharf 5.

Illustration 63. Ordnance Wharf and Storehouse, 1864-65. Library of Congress, B8184-10503. (Photograph also on file, Petersburg National Battlefield.)



Ordnance Wharf and Storehouse, City Point, Va., 1864



Sutlers' Headquarters near Petersburg, Va., 1865,

Illustration 64. Sutler's Headquarters, 1864-65.

elsewhere, the sutlers did contribute to the morale of the Army.²⁶⁵ Among the buildings listed as sutlers were "eating house" and "oyster house." The sutlers of City Point offered such goods as boots, "army cloth," pipes, cigars, soda water, milk, butter, pies, and canned fruits.²⁶⁶ The structures below the bluff on the map were obviously temporary structures--tents, or structures with frame sides and canvas roofs.²⁶⁷ Those on the bluff were frame buildings constructed in 1865.²⁶⁸

LL. Wharves

Shortly after the City Point railroad was completed in 1836, it was proposed that a wharf be constructed that would "admit vessels of the largest class, alongside, that reached City Point, together with suitable cranes for effective transition of produce and goods between the car on the roads and the vessels."²⁶⁹ It is not known whether this wharf was in fact completed, or whether it was among those wharves shown existing in 1853.²⁷⁰ Whatever the case, the wharves that existed in City Point when General Grant arrived in 1864, proved insufficient to handle the 150 to 180 vessels that arrived daily.²⁷¹ In order to meet

265. Army regulations recognized and closely monitored the activities of the sutlers. War Department, Revised Regulations, p. 37.

266. Illustrations 60 and 64. Also, Butowsky, Appomattox Manor - City Point, pp. 227.

267. Illustrations 60 and 64.

268. "Military Railroad Map, City Point, 1865."

269. Quoted in Butowsky, Appomattox Manor - City Point, p. 185.

270. The 1853 wharf line shown on the base map 75 from Seib's 1853 "Survey of Virginia."

271. Number of vessels from Ingalls to Meigs, June 24, 1865. It is not known to what extent the earlier wharves were used in construction.

the needs of the Army, the U.S. Military Railroad Construction Corps constructed eight wharves that stretched a half mile along the James River at City Point.²⁷²

1. Wharf 1, Captain Strang's Wharf,²⁷³

Captain Strang's Wharf extended 190 feet along the James River. The wharf was 26,344 square feet square and cost an estimated \$15,016.08. One fifty- by seventy-five-foot storehouse stood on Wharf 1.²⁷⁴

2. Wharf 2, Commissary Wharf

The Commissary Wharf measured 40,785 feet square, with 581 feet of waterfront. The wharf accommodated three frame warehouses, measuring 70 by 80 feet, 40 by 273 feet, and 50 by 273 feet. In 1865 the wharf was valued at \$23,495.55.²⁷⁵

3. Wharf 3, Mail Wharf

The smallest of the wharves at City Point, the Mail Wharf measured 11,340 square feet with 140 feet of waterfront. One warehouse, measuring 50 by 140 feet was located here. The Mail Wharf was valued at \$3,920.²⁷⁶

272. "Military Railroad Map, City Point, 1865"; Dielman's City Point; "Estimate of Buildings, June 26, 1865." Six of the wharves were connected. The others, the coal and ordnance wharves, were located at the end of a long pier that extended into the James River.

273. Names and numbers of wharves are from "Estimate of Buildings, June 26, 1865" and "Rough Sketch of City Point, June 28, 1865." See Illustration 59 for a view of Wharf 1.

274. "Estimate of Buildings, June 26, 1865."

275. Ibid.

276. Ibid.



City Point, Virginia.

Illustration 65. Wharves at City Point from north, 1864. MOLLUS
No. 1927.



Illustration 66. Riverfront at City Point from south, 1864.
National Archives, B-3444.

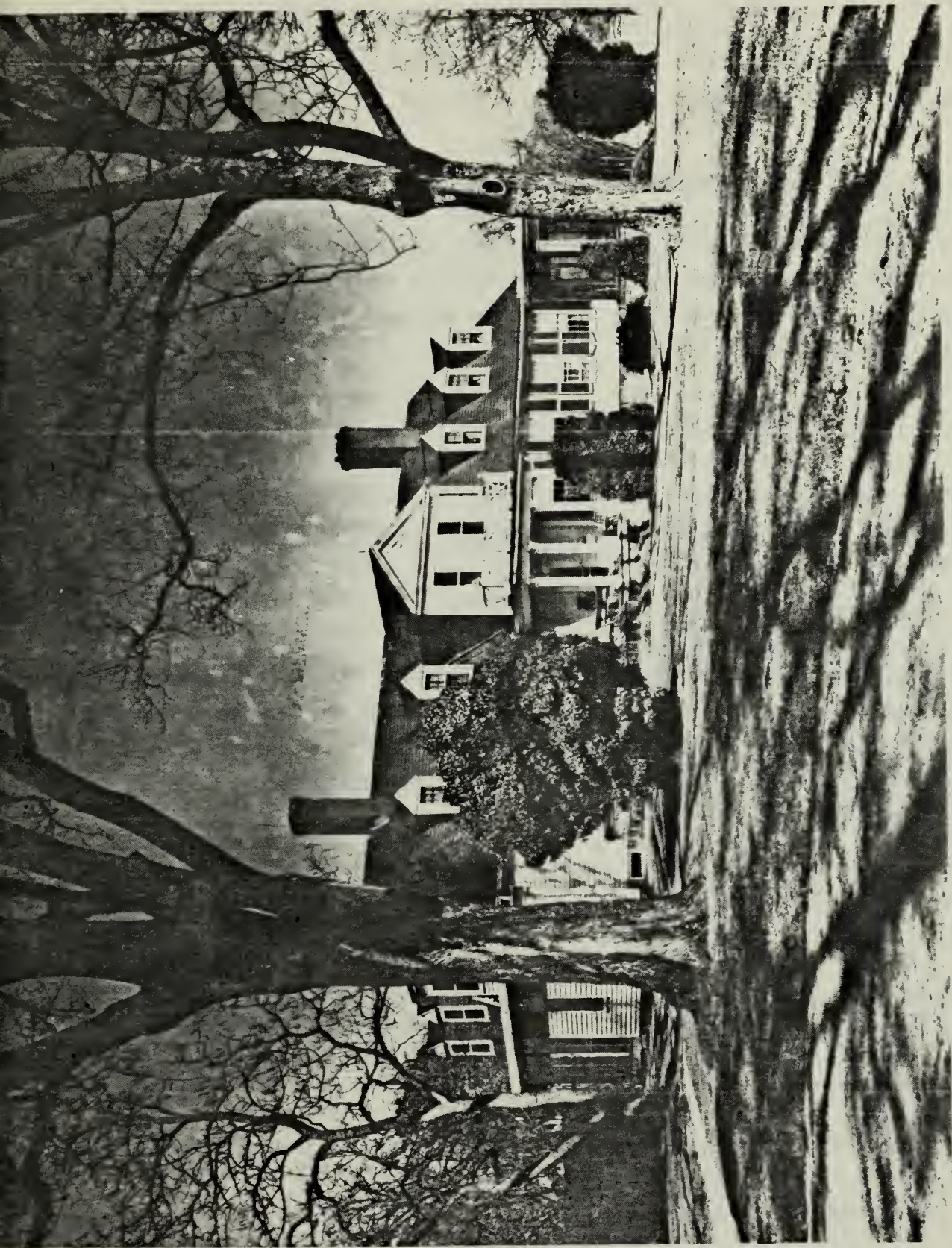


Illustration 67. Appomattox Manor, after 1935. Virginia State Library, Richmond, Virginia.

4. Wharf 4, Forage Wharf

The Forage Wharf measured 70,700 square feet, with 630 feet of waterfront. One large 50- by 320-foot storehouse was located here. In 1865 the building was valued at \$32,829.²⁷⁷

5. Wharf 5, Captain Camp's Wharf

Captain Camp's Quartermaster Wharf was the largest in City Point, measuring 113,980 square feet with 530 feet of waterfront. The wharf accommodated two frame storehouses measuring 50 by 200 feet and 50 by 190 feet, and a 30- by 40-foot office. The wharf was valued at \$64,923.60.²⁷⁸

6. Wharf 6, Railroad Wharf

The Railroad Wharf measured 26,000 square feet with 208 feet of waterfront. Two railroad tracks ran to the edge of the wharf. In addition the building connected to railroad functions were located here. The wharf was valued at \$14, 820.²⁷⁹

7. Ordnance Wharf

After the explosion at the Ordnance Wharf, a new ordnance and magazine wharf was built some 400 feet out in the James River, connected to the shore by a long pier. The wharf itself measured 29,885 square feet with 218 feet of waterfront. In 1865 the wharf was valued at \$17,034.45.²⁸⁰

8. Coal Wharf

a. Wharf

The Coal Wharf was a large square affair (31,060 square feet, with 255 feet of waterfront) that stood at the end of a long pier, just opposite the magazine and ordnance wharf. In 1865 the wharf

277. Ibid.

278. Ibid.

279. Ibid; "Military Railroad Map, City Point, 1865."

280. Ibid. See also Illustration 63.

was valued at \$20,576.75. Illustration 63 indicates that coal was piled in the open, where it waited transfer to railroad cars that moved along the railroad spur on the pier.²⁸¹

b. Building, K-15

A small, one-story frame office building stood at the northwest corner of the coal wharf. The structure measured twenty-five by thirty-one feet, and cost an estimated \$736.85.²⁸²

281. "Estimate of Buildings, June 26, 1865"; "Military Railroad Map, City Point, 1865." In Illustration 63 the coal wharf is on the left.

282. Ibid; "Statement of Public Buildings, October 20, 1865."

Part II - Appomattox Manor, 1865 - Present

Introduction

On March 29, 1865, General Grant left City Point for the battle lines at Petersburg.¹ Four days later, on April 3, Petersburg fell, and on April 9, 1865, General Lee surrendered his Army of Northern Virginia at Appomattox Court House.²

Almost as soon as Grant left City Point, the Army began disposing of its property there.³ By June 26, 1865, General Rufus Ingalls reported that the "public stores had been disposed of, and the place vacated, if not wanted for military uses - so soon as the movement of troops is finished, say the 15th July next." Ingalls went on to recommend that the railroad be turned over to the Board of Public Works of Virginia, or the Southside Railroad Company.⁴ In closing Ingalls recommended that the remaining property--buildings, wharves, and railroad stock--be sold at public auction or turned over to the commanding general of the Department of Virginia for disposition.⁵

At the same time, Meigs received a request from the office of the Secretary of War, Edward M. Stanton, to turn at least some of the property over to the Bureau of Refugees, Freedmen, and Abandoned

1. Butowsky, Appomattox Manor - City Point.

2. Lykes, Campaign for Petersburg, pp. 70, 72.

3. Rufus Ingalls to M. C. Meigs, June 24, 1865, RG92, Box 159. By this date Col. Strang had sold all "unservicable horses, mules, wagons, harness, &c" for \$100,000.

4. Ingalls to Meigs, June 24, 1865, RG 92, Box 159. Apparently the line went to the Southside Railroad Company. It is not known what the terms of the transfer were, however.

5. Ingalls to Meigs, June 24, 1865.

Lands.⁶ The property would be used as schools and quarters for the freedmen and their teachers.⁷

Apparently the Army did turn some property over to the Bureau.⁸ At the same time, the rest were slowly sold. On December 12, 1865, for example, eight buildings on George Moody's lot were sold for \$61.⁹ On January 4, 1866, Dr. Richard Eppes purchased the cabins, wharves, and stables left on his land from the government for \$641.50.¹⁰ However, as late as April 23, 1866, some fifty-three buildings and the wharves were still owned by the government.¹¹ Of these four were barracks occupied by troops stationed at City Point.¹² The rest, including storehouses, railroad buildings, and office buildings were not "required for military purposes," and offered for sale.¹³

Dr. Richard Eppes was too wealthy to qualify for President Andrew Johnson's Amnesty Proclamation.¹⁴ As a result he was not able to return to Appomattox Manor immediately following the cessation of hostilities. In

6. [] to Meigs, June 28, 1865, RG 92, Box 159.

7. Ibid.

8. Appomattox Manor had been turned over to the Bureau. Journal of Richard Eppes, December 26, 1865.

9. Journal of Richard Eppes, December 12, 1865.

10. Ibid., January 15, 1866.

11. "Report of Gov't Buildings, April 23, 1866."

12. Ibid. It is not known whether these barracks were those previously occupied by the Railroad Construction Corps or the laborers in the Quartermaster Department (near Depot Field Hospital). On February 8, 1866, Richard Eppes reported that 850 black troops were quartered in his "pasture lot." It is not known if these troops were those mentioned in the April 23 report. Journal of Richard Eppes, 1865-67, entry from February 8, 1866.

13. "Report of Gov't Buildings, April 23, 1866."

14. Amnesty was offered to all people in the rebellion excepting certain prominent people in the Confederate Army and government, and those who were worth more than \$20,000. Eppes fit in the latter category. Butowsky, Appomattox Manor - City Point, p. 57. For a discussion of Eppes' legal difficulties after the war see Butowsky, pp. 56-66.

fact, it was not until March 24, 1866, the Eppes family returned home holding full title to their land:

Today March 24, 1866 will be a day ever memorable of our family: It has been marked by a return of the family of their old home at City Point after an absence of three years ten and a half months, having been driven from home on May 9, 1862 for the approach of the enemy gunboats up James River accompanying the advance of the Army of General¹⁵ McClellan up the peninsulas and returned today March 24, 1866.

Eppes had returned to his home in September 1865, at that time he described the condition of his land:

At City Point I found a good many temporary buildings and wharves erected on my property, all my old buildings standing and my own dwelling house repaired which had been nearly destroyed during the McClellan Campaign. The grounds around my dwelling house were filled with many little huts having been the Headquarters of General Grant during the campaign around Petersburg, all of shrubbery fruit trees and garden had been nearly destroyed and that along the river banks also much injured though¹⁶ most of the large shade ornamental trees were still standing.

In December 1865 Eppes found a house of prostitution standing within feet of Appomattox Manor.¹⁷

When Eppes first returned home, he had been able to put in a small corn crop at that time.¹⁸ However, it was not until he had received clear title to his land and had purchased all government property remaining there that he was able to begin restoring his house and land. He laid out a new garden to replace those destroyed by soldiers,¹⁹ and in January 1866

15. Journal of Richard Eppes, 1865-67, entry for March 24, 1866.

16. Ibid., entry for September 1, 1865. Eppes had worked as a physician in Petersburg during the siege.

17. Ibid., entry for December 25, 1865, p. 24.

18. Butowsky, Appomattox Manor - City Point.

19. Telephone interview with Mrs. Ashley P. Cutchin, January 6, 1980; Mrs. Cutchin to John Willett, April 4, 1967. Appomattox Manor Legislative History File, Petersburg National Battlefield; Journal of Richard Eppes, 1866, and passim.

pulled down the Army stables and sheds on his land.²⁰ On April 19, 1886, he recorded that the only evidence of the occupation of his land by the Union Army was several brick chimneys and one cabin.²¹

Little evidence of the Union occupation remains in Hopewell (City Point) itself. A number of pre-Civil War buildings that were located within the interior defensive lines still stand--St. John's Church and Rectory, Cook House, Dr. Peter Eppes House, Richard Eppes House, Bishop House, Belch House, City Point House, Porter House, and Proctor House and outbuildings, and Appomattox Manor and outbuildings.²² The Catholic Chapel, now a private residence, is the only known remaining structure built by members of the United States Military Railroad Construction Corps in 1864-65.

A. Barn, O-4

Until 1976, when it was destroyed by fire, a frame barn stood in the field southwest of the manor house. The structure was built after the Civil War. However, an exact date of construction is unknown. Dr. Richard Eppes did mention building several barns in his journal, but did not give their locations.²³

B. Carriage House, S-3, -4

A 1-1/2-story frame garage with a jerkinhead gable roof stands southwest across the driveway from the manor house. The building was most likely constructed in 1916.²⁴ The date of two shed additions is undetermined.

20. Journal of Richard Eppes, 1865-67, entry for January 5, 1866.

21. See p. 40 of this report.

22. In addition, the undated residence discussed on pp. 62-66 of this report is included on Map II. Further research is necessary before the date of construction of this building will be definitive.

23. Journal of Richard Eppes, June 5, 1867; September 12, 1874, passim.

24. Interview with Mr. Ashley P. Cutchin, January 6, 1981.

K. Walks

The walks shown on Map II are taken from surveys of Appomattox Manor made in 1856, 1908, 1915, and 1980. The accuracy of some of the configurations shown have been questioned. Of particular concern has been the 1908 and 1915 walk that ran east from the manor house and south of the cabin believed to have belonged to General Grant's headquarters complex and the walk that ran directly south of the manor house.

It is believed that the evidence does support placement of these walks as shown. Illustration 67, an undated photograph of Appomattox Manor does show a walk running south of the manor house. While the walk running east-west south of the cabin does not conform to those in place in 1864-65 (see p.44), no evidence has been uncovered to dispute the 1908 and 1915 survey.

L. Water Tank, N-2

1. N-3, -4

The water tank shown on the base map was found only on the 1915 survey of Appomattox Manor. The dates of construction and destruction are not certain.

2. Old Spring, N-3

The "Old Spring" that exists today is on the same location as a "Cool Spring" shown on the 1856 survey of Appomattox Manor.

M. Windmill (remains)

Four girders that were once part of a windmill at Appomattox Manor stand between, and slightly north of, the Dairy House and new Smokehouse. The structure was constructed in 1916, and torn down in 1969.³⁷

37. Interview with Mrs. Ashley P. Cutchin, January 6, 1981.

The garage stands over an ice house believed to have been constructed by Richard Eppes sometime before 1887.²⁵ A peaked-roofed structure that was probably completed in 1901 covered the ice house.²⁶

C. Eppes House, R-4; S-8

This 2-1/2-story frame residence standing on the southeastern corner of Appomattox Manor was constructed between 1908 and 1915.²⁷ As indicated on Historic Base Map II, the building was constructed on the site of an 1864-65 United States government stable, not on the site of Dr. Richard Eppes' pre-Civil War office as has been commonly believed.²⁸

D. Formal Garden, R-6, -7; S-6, -7

The garden shown on Map II is believed to be the same one laid out by Dr. Richard Eppes after his return to Appomattox Manor following the Civil War.²⁹ At that time, at least, the garden was used for growing vegetables.³⁰ A border of roses was a concession to his wife.³¹

25. Ibid; Journal of Richard Eppes, 1883-87, p. 384, entry for January 5, 1887. On that day, Eppes reported that "we finished filling the ice house with beautiful clear spring water ice. . . ."

26. Interview with Mrs. Ashley P. Cutchin, January 6, 1981.

27. "Map of City Point Showing Property of Richard Eppes, January 1908," Eppes Family Papers; "Map of City Point and Adjoining Territory, 1915."

28. For a discussion of this stable, see Section GG2 in Part I of this report.

29. Interview with Mrs. Ashley P. Cutchin, January 6, 1981; Sale, ed., Historic Gardens of Virginia, pp. 55-56; Illustration 7. The garden does bear a resemblance to that on an undated blueprint for a garden at Appomattox Manor found in the Eppes Papers.

30. Interview with Mrs. Ashley P. Cutchin, January 6, 1981; Journal of Richard Eppes, 1868 and passim.

31. Mrs. Ashley P. Cutchin to John Willett, April 4, 1967. Appomattox Manor Legislative History File, Petersburg National Battlefield.

E. Hunter House, M-4

The Hunter House is a 1-1/2-story brick residence in the Dutch Colonial Revival style.³² A 1930 date of construction for this residence has been given. However, the evidence suggests that a date of construction between 1908 and 1915 is more likely.³³

F. Residence, T-7

The date of construction of this frame residence is unknown. The building is presently unoccupied.

G. Schoolhouse, T-6

See discussion on p. 40 of this report.

H. Steps

Two sets of steps existed in 1856.³⁴ The concrete steps that exist today were constructed ca. 1916. These apparently replaced wooden steps that were there prior to 1908.³⁵

I. Storage Shed (Foundation), T-3

The remains of a brick foundation are located west of the outdoor kitchen.³⁶ The date of construction of the building that stood on this spot is unknown, although it was after 1865. The structure was removed in the 1970s.

J. Summerhouse, U-4

A rustic-style octagonal summerhouse stands on the edge of the bluff overlooking the confluence of the James and Appomattox rivers. According to Mrs. Ashley P. Cutchin the summerhouse was constructed in 1916.

32. National Register Nomination Form.

33. "Map of City Point, 1908"; "Map of City Point, 1915."

34. "Appomattox Manor and Surrounding Lands, 1856."

35. Interview with Mrs. Ashley P. Cutchin, January 6, 1981; "Map of City Point, 1908."

36. No such structure is found on either the 1908 or 1915 surveys.

APPENDICIES

APPENDIX 1

"Approximate estimate of the value of all Wharves Buildings etc., built at City Point, by U. S. Military Railroad Construction Corps." June 26, 1865

Records of the Office of the Quartermaster General. RG 92. National Archives.

Headquarters of Chief Engineer and General Superintendent,
UNITED STATES MILITARY RAILROADS OF VIRGINIA.

Alexandria June 26th 1865.

Genl Rufus Ingalls
Chf E. M. W. & A

Please find enclosed an
estimate of Hospital and other Buildings
~~not included in my former report.~~

These reports give you all the Buildings
erected by government at City Point with
an approximate estimate of same.

Respectfully Yours
J. Moore
Chf Engr. & Genl. Supt.

Approximate estimate of the value of all Wharves
Buildings etc. built at City Point, by U.S. Military
Rail Road Construction Corps.

No	Description	Size of Water Front of Building Wharves		Square Ft in Wharves	Estimated Value.	
		Feet.	Feet.		\$.	cts.
1	Capt. Strong's Wharf		190	26344	15016	08
	Building on Same.	50 x 75			2100	00
2	Cornucopious Wharf		581	40785	23249	55
	Building on Same.	70 x 80			2800	00
	Do. Do.	40 x 273			5906	00
	Do. Do.	50 x 200			5600	00
3	Mail Wharf		140	11340	6463	80
	Building on Same	50 x 140			3920	00
4	Forage Wharf		630	70700	32889	00
	Building on same	50 x 320			8960	00
	Depts & Forage offices near same	35 x 40			811	28
5	Capt. Camp's Wharf		556	113980	64923	60
	Clothing Warehouse. on same	50 x 200			5600	00
	D.M. Do. . .	50 x 150			4200	00
	Office Buildings " "	30 x 40			600	00
6	Rail Road Wharf		208	26000	14820	00
	Buildings on Same.					
	R.R. Offices included				3016	00
					22525 51	

No.	Description	Size of Water front of Building Wharf	Square Ft. in Wharf	Value £	cts
	Brought forward	Feet	Feet	\$ 200.57	531
7	Ordinance Wharf		218	29885	17034 45
8	Building on same	28 x 218			4488 00
8	Coal Wharf		355	31060	20576 75
	Building on same	25 x 31			736 85
	Building for Harbor Master	16 x 67			1225 00
	do " Post Office	20 x 42			994 00
	Col Bradley's Office	20 x 40			1863 90
	Maj Wiley's do	20 x 40			1863 90
	Provost Marshals Office	15 x 26			650 00
	do do do	15 x 23			575 00
	Genl Patricks Building	20 x 40			900 00
	do do do	16 x 40			495 00
	do do do	12 x 22			252 00
	do do do	12 x 20			200 00
	House over Post Mill and tank in same,				376 00
	Office & Kitchen for Capt Potter	24 x 28			896 00
	Bull Pen	40 x 150			
	Wings to Bull Pen	30 x 60			6390 00
					<u>311362 15</u>

No	Description	Size of Building Feet	Value \$. cts
	Brought forward		\$ 260,362 16
	Cook House for Bullpens	30 x 71	1775 00
	House for Officer guard	15 x 20	735 40
	Distribution Barracks	40 x 150	
	Wings for Same	30 x 210	14250 00
	House and stable for Photo Dept		652 00
	Quarters for Col Sharps scouts	21 x 30	690 00
	Quarters for U.S.M.R. employees		12216 00
	Rail Road Commissary Warehouse	20 x 40	450 00
	R.R. Superintendents House	211 x 24	720 00
	Engine House, Repair Shop, and buildings connected.		5600 00
	Rail Road Hospital		1669 40
	Quarters for Trackmen on Hoopi Hill		2473 05
	Plank road in rear of coharves		9264 50
			<u>\$ 310,857 51</u>
	<p>There are in addition to the foregoing some 150 log buildings at the Keril Field Hospital and Repair shops, covered with boards and felling, which cost probably an average of \$250. each</p>		
			37,500 -
	Total amt.		<u>\$ 348,357 51.</u>

Description	Number of Buildings	Length Ft	Width Ft	Estimated Value \$
Hospital Buildings	110	6740	50	60440 00
Buildings for Laborers in Q. M. Dept.	4	100	24	10000 00
Same	1	50	24	2500 00
Same	1	30	20	4000 00
Same	2	100	24	5000 00
Same	1	60	24	1500 00
Capt Strong's Shops	1	130	24	1950 00
do do do	2	183	24	5490 00
do do do	1	40	21	600 00
do do do	1	47	23	705 00
Bakery Buildings				
Office	1	65	25	1600 00
Bakery	1	248	27	6200 00
do	1	99	25	2475 00
Yeast House	1	48	20	720 00
Store House	1	248	24	2480 00
Capt Benedict's Com Dept				
Warehouse Com Stores	1	75	36	1875 00
do do	1	100	50	2800 00
				\$106435 00

APPENDIX 2

"Statement of Public Buildings Erected by the Government at City Point, Va." October 20, 1865.

Records of the Office of the Quartermaster General. RG 92. National Archives.

Quartermaster General's Office

Washington, D. C.,

Oct 20th 1865

Col. J. J. Dana.

Chief, 6th Div. Ind. D.

Washington, D. C.

Colonel:

Enclosed herewith is a Statement, of
Public buildings belonging to the Quartermaster
Department, at City Point Va, submitted to
this Office by Brig Genl Geo. S. Dodge.
Ind. Dept.

This statement is made in accordance
with General Order No 113. Sept 15th 1865.

Your attention is invited to following extract
from Inspection Report of Brig Genl Geo. S.
Dodge. Quartermaster's Department.

I also forward a list of the buildings erected by
the Government, at City Point Va. These were
built, while the base of the Armies operating
against Richmond was at this place. Many of
them are now unoccupied, others partially so, and
I should think it a question of some importance
to dispose of them.

"I understand that a report has already been forwarded to Washington concerning them."

"I would respectfully recommend that these buildings should be sold as they stand; the owners of the land can afford to give more for them, than any other purchasers."

* * * * *

"1 Encl."

Very respectfully,
Your obedient Servant

L. 244.81.

By order. *Quartermaster General*
J. V. H. H. H.
Colonel. D. M. D.



Statement of Public Buildings Erected by
the Government at City Point Va

No	Length	Breadth	Height	How occupied
1	21	4	2 stories High	Office of C. S.
1	21	4	" "	" " W. G. M
1	15	25	1 " "	" " Harbour master
1	15	23	1 " "	Provost Marshall's Office
1	21	42	1 " "	Post office
1	16	32	1 " "	Wine House
2	25	75	1 " "	Foot Stables
1	24	28	1 " "	Provost Marshall 62 nd Ohio
1	31	62	1 " "	Cook House for Sailors
2	31	312	1 " "	Unoccupied
2	41	91	1 " "	Guard House
2	31	61	1 " "	" "
6	24	141	1 1/2 " "	Quarters for Sailors
2	24	51	1 " "	Wine House for Sailors
1	21	31	1 " "	Cumey for G. M. Dept
1	24	61	1 " "	Hospital for Employees
1	51	75	1 " "	Colored Church
1	11	12	1 " "	Watch House
2	24	131	1 " "	Wheelwright Shops
1	27	46	1 " "	Unoccupied
1	25	47	1 " "	Carpenter's Shop
2	24	181	1 " "	Blacksmith's Shop
1	31	211	1 " "	Ordinance Store House
1	21	31	1 " "	Store House & Coal Dock office
36	Carried forward			

Un	Length Breadth & Height	How occupied
36	Brought Forward	
1	3" x 4" . 1 story High	Quarters for Employees
2	5" x 2" . 1 " "	Store Houses for G. M. Stores
1	3" x 4" . 2 " "	Storage Warehouse & Dispatch Office
1	5" x 2" . 1 " "	Store House for Grain
1	5" x 1" . 1 " "	Adams Express Co
1	5" x 8" . 1 " "	Transportation Store House
1	5" x 3" . 1 " "	Store House for Convey "Stores"
1	5" x 27" . 1 " "	South Side Rail. Road. Co
1	5" x 75" . 1 " "	Store House G. M. Stores
1	3" x 14" . 1 " "	Unoccupied
1	16 x 65" . 1 " "	Transportation Office
48	Total	

A. H. Comstock
 Capt^{and} A. J. M

APPENDIX 3

"Report of the Gov't Buildings and Wharves at City Point, Va."
April 23, 1866.

Records of the Office of the Quartermaster General. RG 92. National Archives.

Report of Fort Buildings and Wharves at City Point Va.

No	Designation	Size in Feet.	Remarks.
1	Strang Warehouse	50 X 75	Buildings on Wharves.
2	Don	70 X 80	
3	Dr. Mr. Storehouse	40 X 190	
4	Warehouse	40 X 98	
5	Do	50 X 200	
6	Do	50 X 80	
7	Do	50 X 200	
8	Do	50 X 190	
9	Do	40 X 46	
10	Dr. Mr. Office	20 X 40	Military Bldg. Buildings.
11	Do	16 X 28	
12	Do	16 X 25	
13	Do	20 X 40	
14	Carpenters Shop	20 X 85	
15	Storehouse & Office	25 X 150	
16	Work Shop	50 X 150	
17	Car House	30 X 50	
18	Ordnance Storehouse	30 X 225	At present required, being occupied by the Troops at City Point. I would recommend that these Buildings be reserved for the present.
19	Baracks	25 X 100	
20	Do	25 X 100	
21	Do	25 X 100	
22	Do	29 X 50	
23	Capt. Chapel	35 X 50	None of these Buildings are now required for Military purposes.
24	Fifty (30) Stockade		
53	Hospital Buildings each	25 X 50	

Wharves at City Point V.^a

Wharf No. 1. 2250 feet front.	Not required for Military purposes.
" 2. 249 " "	
" 3. 232 " "	

Wharves at Bermuda Hundreds V.^a

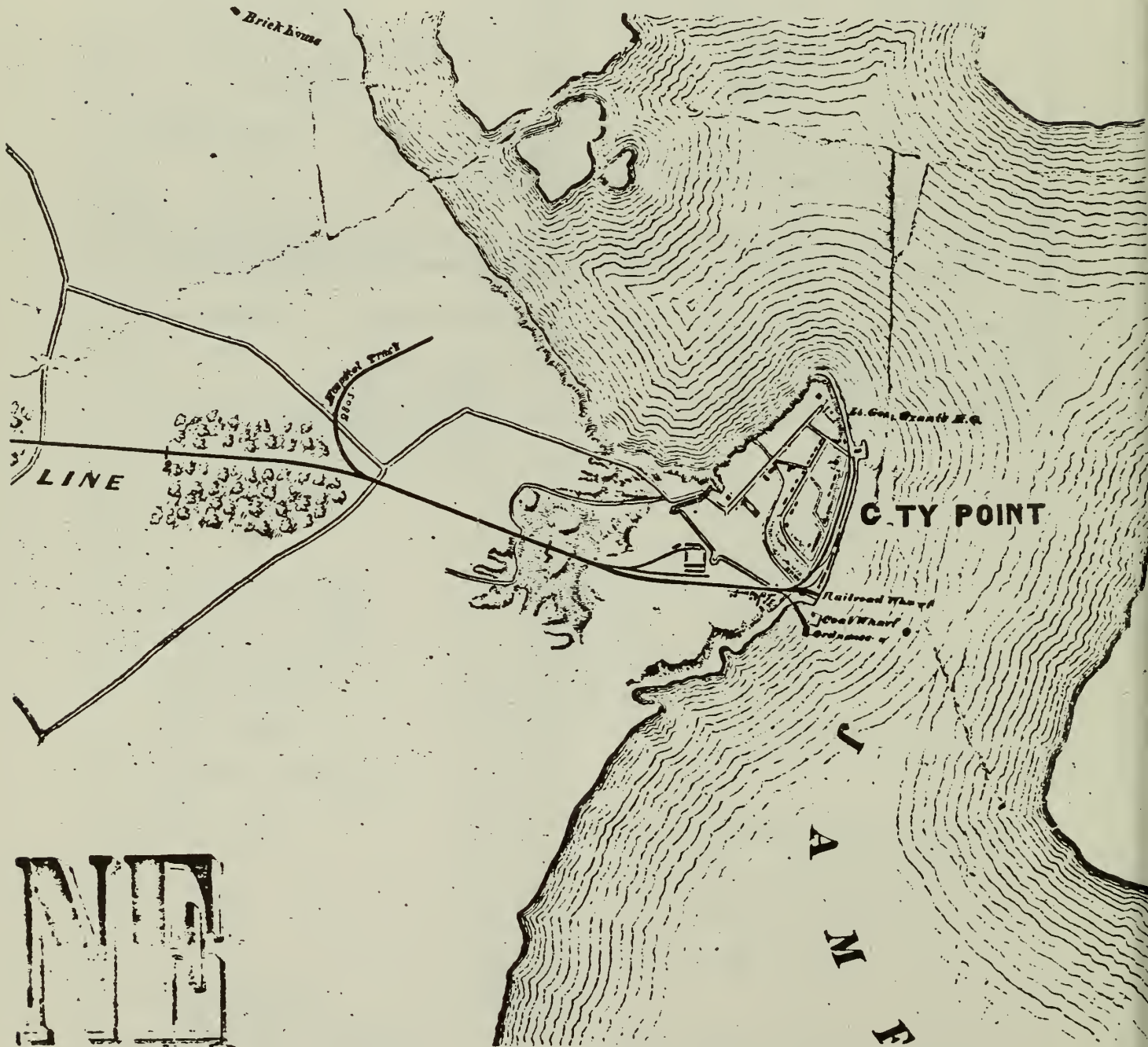
Wharf No. 1. 525 feet front.	Not required for Military purposes.
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Chief Dr. Mis. Office Dept of V.^a
Richmond V.^a April 23^d 1866.

Wm L James
Asst Chief Dr. Mr.
Dept of V.^a

APPENDIX 4

Map of City Point showing "Hospital Track." Headquarters Map File. Roads, 196. Records of the Office of the Chief Engineer. Record Group 77. National Archives, Washington, D. C.



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This is possibly the finest collection of Civil War photographs extant, and is indispensable for any study of that period. The photographs were collected by Massachusetts officers sometime after the war. As a result there are occasional errors in identification.

_____. _____. Joseph Scroggs Papers.

Includes a Civil War Journal that contains a brief description of City Point.

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Includes a description of City Point, 1864-65.

Chicago, Illinois. Chicago Historical Society. Civil War Collection.

Includes both manuscript and photographs relating to Appomattox Manor and City Point during the Civil War. Most important for this study were of photographs of Appomattox Manor, 1864-65.

Petersburg, Virginia. Petersburg National Battlefield.

A large number of documents and photographs in the park files relate to Appomattox Manor - City Point. Of particular importance are the research notes collected by Dr. Harry Butowsky for his study.

Richmond, Virginia. Virginia Historical Society. Eppes Family Papers.

The collection consists of some 540 items including surveys, photographs, correspondence, and diary and account books of Dr. Richard Eppes. Although only a limited amount of material--photographs, surveys, and Richard Eppes' journal--were useful in preparation of these base maps, the Eppes collection is invaluable for any study of Appomattox Manor.

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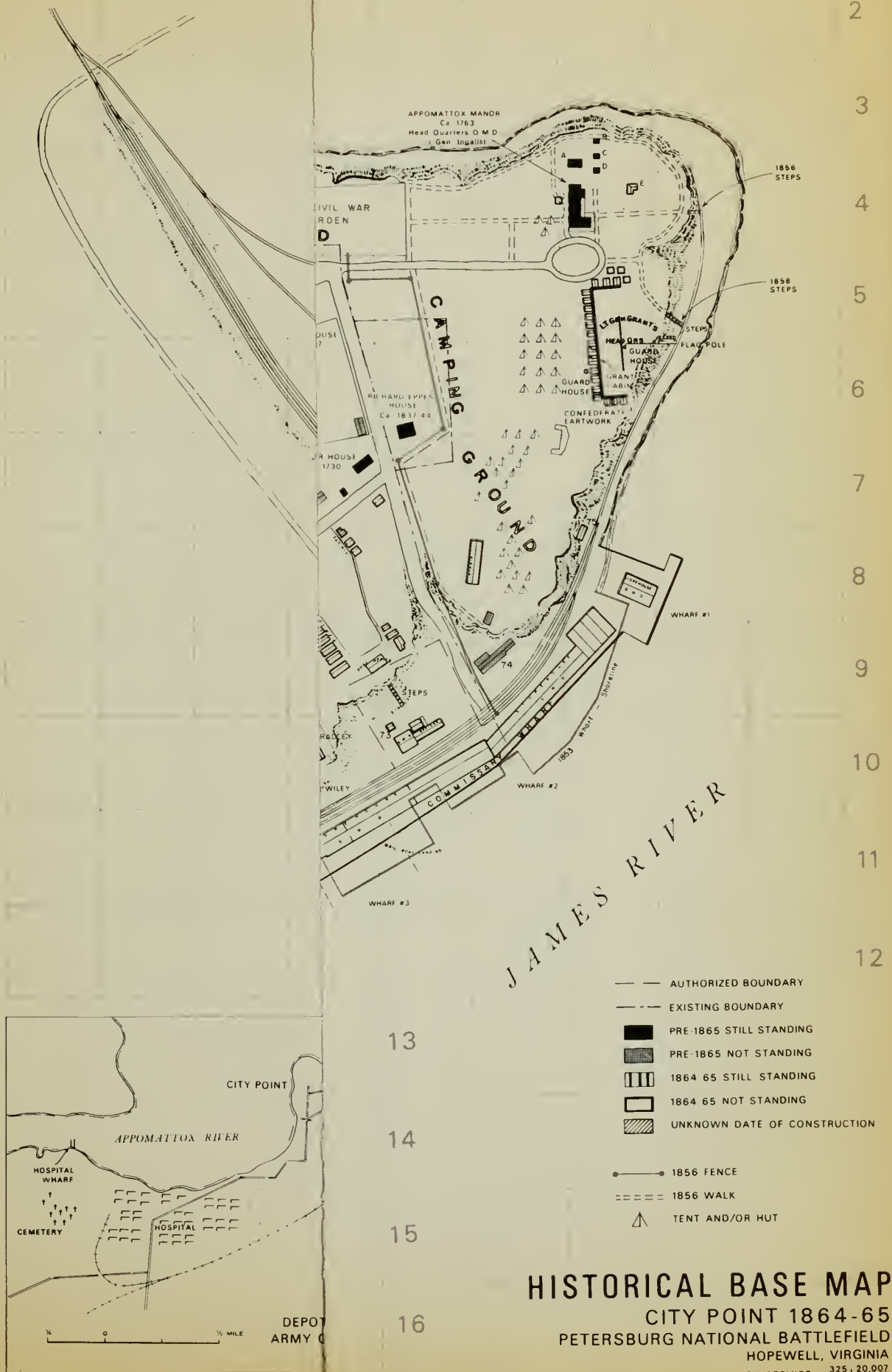
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Historical Base Map

City Point
1864-65



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HISTORICAL BASE MAP

CITY POINT 1864-65

PETERSBURG NATIONAL BATTLEFIELD

HOPEWELL, VIRGINIA

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Historical Base Map

Appomattox Manor - City Point
1865-1980

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LEGEND

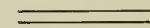
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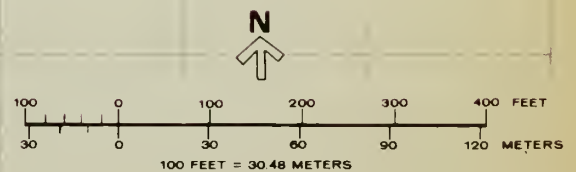
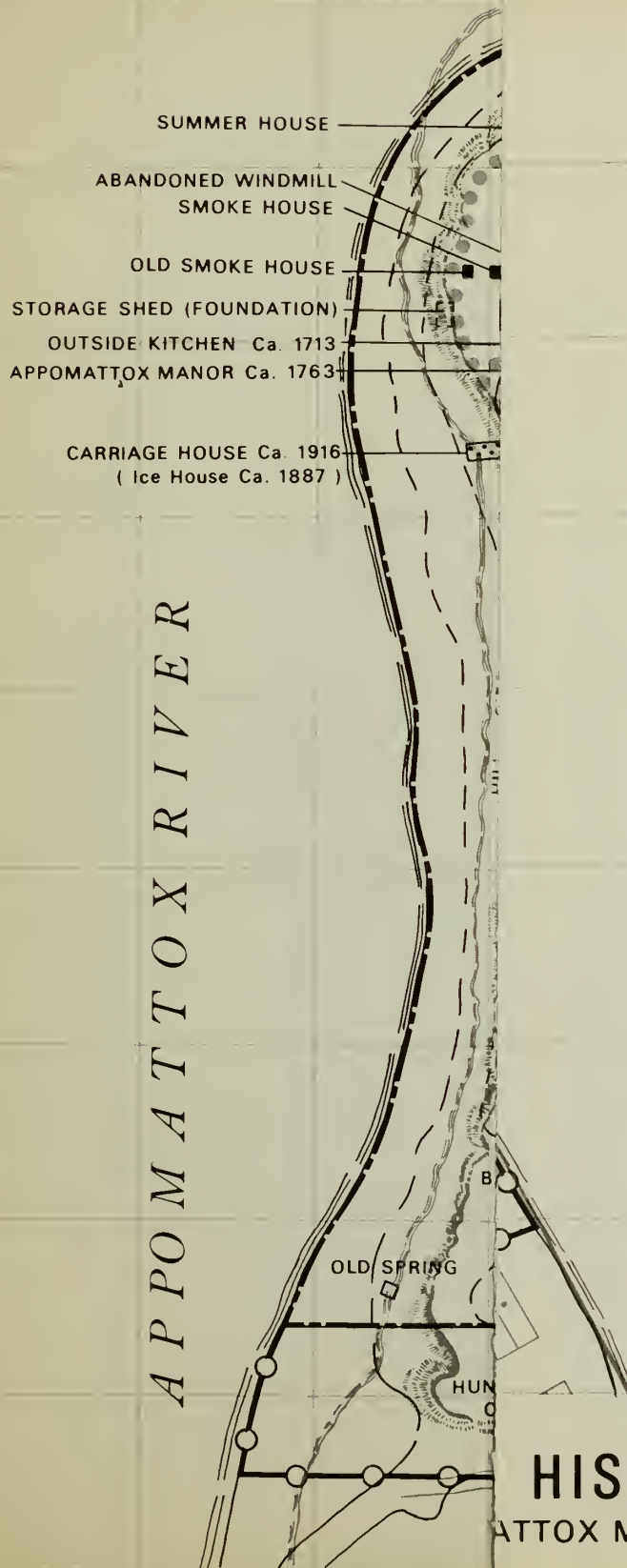
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HISTORICAL BASE MAP

ATTOX MANOR - CITY POINT 1865 - 1980

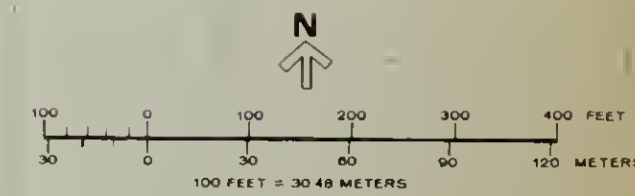
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HISTORICAL BASE MAP
APPOMATTOX MANOR - CITY POINT 1865 - 1980
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